625.7
I1C5i
cop. 2

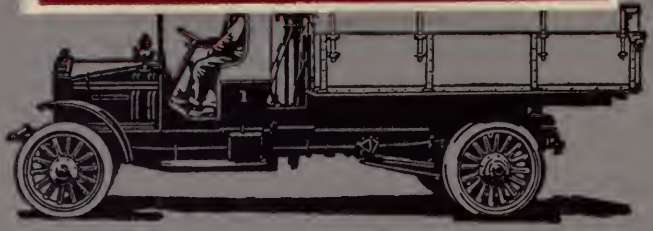
ILLINOIS

BLUE BOOK

A Reference

Illinois Historical Survey
Urbana-Champaign

LIBRARY OF
HENRY M. DUNLAP
SAVOY, ILLINOIS
IF BORROWED PLEASE RETURN PROMPTLY



Pierce-Arrow

—delivers more work in a given time
—loses less time on the job and off the job
—costs less to operate and less to maintain
—lasts longer, depreciates less, and commands a higher resale price at all times.

ALLOW us to furnish you with data gathered by Pierce-Arrow engineers on conditions of transportation and delivery in YOUR business

Telephone Calumet 5960

H. PAULMAN & CO.
2420 Michigan Boulevard Chicago

THE UNIVERSITY
OF ILLINOIS
LIBRARY
625.7
I-1G51
cop. 2

The person charging this material is responsible for its return to the library from which it was withdrawn on or before the **Latest Date** stamped below.

Theft, mutilation, and underlining of books are reasons for disciplinary action and may result in dismissal from the University.

To renew call Telephone Center, 333-8400

UNIVERSITY OF ILLINOIS LIBRARY AT URBANA-CHAMPAIGN

MAR 1 4 1989

APR 0 9 1998

MAY 2 0 1998

L161—O-1096

For i ... *of the*

$60, ... *Roads*

every ... *should*

be a ... *Club*

If th... y, call

a me... s and

orga... t you.

1. Illinois ... on and maintenance of ... $60,000,000 bond issue ... f that Illinois should pro... hat its citizens be provide... ed, efficiently supervised ... te with the executive ...

2. We r... te bond issue money sh... for no other purpose.

3. With ... tem, we urge *(a* ... hose portions ...bitants.

(b ...

(c ...

4. We r... te to improve portions o... municipalities where such municipalities are unable to improve such highways.

5. We recommend to the State Highways Department that a system be inaugurated of marking detours where portions of highways are impassable owing to construction work being under way.

Illinois State Automobile Association

COMPOSED OF ALL LEADING AUTOMOBILE CLUBS OF THE STATE

HEADQUARTERS: Lexington Hotel

Michigan Boulevard at Twenty-second Street

CHICAGO, ILL.

SINCE Illinois voted a $60,000,000 bond issue in November 1918 for state-wide, permanent road construction, the Illinois Highway Improvement Association has received inquiries from 30 states asking how such a bond issue was carried.

A little example will make it plain. Assume 8,000 miles average yearly automobile mileage. Assume 4,000 miles will be over medium to poor roads. Assume 8 miles per gallon of gasoline over medium to poor roads. Over hard surfaced roads, this mileage will be doubled, saving 250 gallons of gasoline at 23 cents (Illinois price), equals $57.50 per year. This is the amount the automobile owner can afford to pay in increased automobile taxes to have good roads and then be money in pocket by saving on tires, springs, general wear and tear, etc. Last but not least, comfort and pleasurable travel.

In Illinois it is estimated that the increased automobile taxes will not average over $12 per car, per year, which will produce sufficient funds to take care of the interest of the $60,000,000 bond issue and retire the bonds.

Even the best built earth road in its most favorable condition is an expensive proposition. Roads today are wisely being looked at from the investment standpoint and one of the costs of a road which every user has to pay is the excess gasoline consumption required to overcome the resistance of mud, ruts, a layer of dust or other irregularities of the surface.

In tests recently made at Cleveland, Ohio, five 2-ton White trucks, carrying full load, averaged 11.78 miles per gallon over a concrete road and 5.78 miles per gallon over an earth road in average condition. Other types of pavement showed results varying as the character of the pavement offered more or less resistance to traction.

Earth	5.78	miles	per	gallon
Fair gravel	7.19	"	"	"
Good gravel	9.39	"	"	"
Fair bituminous macadam	9.48	"	"	"
Fair brick	9.88	"	"	"
Good brick	11.44	"	"	"
Concrete	11.78	"	"	"

In other words, the above table shows that about 104 per cent more gasoline was consumed by the same truck operating under same load, on the earth road, than was needed on the concrete road.

Illinois Highway Improvement

BLUEBOOK

625.7
I165u
cop. 2

Price One Dollar

Laura K. Kennedy, Editor and Business Manager
Address: Hotel La Salle, Chicago, Ill.

This book is published to meet the widespread demand for data on the "Illinois Plan" for a State Bond Issue for good roads

DEDICATED to the men and women who so willingly gave of their time, energy and means in the patriotic endeavor to "pull Illinois out of the mud," and to the business men whose advertising patronage makes the publication of this volume possible.

UNION LABEL TRADES AND LABOR COUNCIL CHICAGO 344

CONTENTS

Automobile—
—Clubs Start Campaign, 9.
—Clubs Indorse State Bond Issue, 53.
—Effect on Road Sentiment, 5.
—Fees, First Law for Registration, 9.
—Fees, Increase In, 51.
—Fees, Other States, 75.
—Fees, Pay Cost of Roads, 51, 53, 55, 69.
—Fees, Schedule of, 77.
Bennett, Frank I., 119.
Bond Issues, County, 43, 49.
—Financing Plan, 75, 77.
—State, 47, 53, 55, 59, 93, 97.
Bradt, Samuel E., 9, 13, 15, 17, 45, 47, 49, 69, 119.
Chicago Association of Commerce, 39, 91.
Chicago Automobile Club, 69.
Chicago Automobile Trade Association, 69.
Chicago Building Trades Council, 79.
Chicago Federation of Labor, 79, 81.
Chicago Motor Club, 9, 69.
Cohen, Barney, 79.
Commercial Clubs, 91.
Convict Labor, 31, 117.
Cook County Truck Gardeners and Farmers Association, 83.
County Bond Issues, 43, 49.
County Superintendents of Highways, 119.
Deneen, Charles S., 7, 29.
Department of Public Works and Buildings, 119.
Dunlap, H. M., 83.
Dunlap, Mrs. H. M., 115.
Dunn, Robert W., 53, 79.
Dunne, Edward F., 29, 31, 37, 45, 47.
Edens, William G., 4, 13, 14, 15, 29, 59, 61, 63.
Emmerson, L. L., 9.
Engineers, Highway, 119.
Farmers Aid In Campaign, 83.
—Benefits from Roads, 83, 87.
—Indorse Good Roads, 35.
—Loss from Bad Roads, 31, 84.
Federal Aid, 39, 51.
Finnegan, Richard J., 9, 11, 13, 15.
Funk, Frank, H. 29.
Gash, A. D., 45.
Good Roads Day, 19, 35, 115.
Hall, Arthur R., 37, 53.
Harris, B. F., 9.
Highway Associations, 120.
Highway Commission, State, 119.
Highway Commissioners—Township, 121.
Honor Award, 89.
Hull, W. E., 15.
Illinois Bankers Association, 9, 15, 91.
Illinois Bar Association, 91.
Illinois Corn Growers Association, 91.
Illinois Farmers Institute, 83.
Illinois Federation of Labor, 79.
Illinois Federation of Women's Clubs, 91.
Illinois Manufacturers Assn., 91.
Illinois State Medical Society, 91.
Illinois Rural Mail Carriers' Association, 83.
Illinois State Dairymen's Association, 83.
Illinois Highway Improvement Association By-Laws, 21.
—Conventions, 9, 16, 47, 59.
—Founders of, 11.
—Officers, 13, 89.
—Organized, 9, 13.
—Plan of Organization, 63.
—Platform, 19.
Illinois State Automobile Association, 57, 69.
Johnson, A. N., 45.
Kennedy, Laura K., 115.
Labor Unions, 79.
Legislature, 7, 37, 57.
Lowden, Gov. Frank O., 55, 57, 59, 89.
Maintenance of Roads, 45.
Map of Bond Issue Roads, 130.
Marked Trails (Map), 134.
Marr, W. W., 45.
McKinley, William, 37.
Movies, 91.
Officers of Highway Associations, 120
O'Hara, Barratt, 37.
Older, Clifford S., 101.
Paulman, Henry, 9, 11, 13.
Press, 65.
State Aid, 9, 19, 41.
State Aid Law, 41.
State Aid Funds Allotted, 43.
State Aid Maintenance, 45.
State Bond Issue, 47, 53.
State Bond Issue, Text of Law, 97.
State Bond Issue Roads, Map, 130.
State Bond Issue, Vote on, 93.
State Highway Department, 41, 119.
State Highway Officials, 119.
State Miners Federation, 79.
Sudduth, Thomas, 9, 39.
Superintendents of Highways, 119.
Text of State Bond Issue Law, 97.
Tice, Homer J., 7, 13, 29.
Township Highway Commiss'ers, 121
Trails—Map, 134.
Trails—Officers, 120.
Tynan, Thomas J., 17.
Vote on $60,000,000 Bond Issue, 93
Wilson, James, 45.
Women's Clubs, 91.

1066290

INDEX TO ADVERTISEMENTS

ADVERTISING SIGNS — Page
Geraghty & Co. ... 86

AUTOMOBILE TIRES
Brunswick-Balke Collender Co. ... 112
Goodrich Tire Co. ... 116
The Fair ... 132

BANKS
Central Trust Co. of Illinois ... 3
Chicago Savings Bank & Trust Co. ... 102
Continental & Commercial Trust & Savings Bank ... 54
Corn Exchange National Bank ... 84
First National Bank of Joliet ... 108
First Trust & Savings Bank ... 8
Foreman Bros. Banking Co. ... 38
Fort Dearborn National Bank ... 90
Greenebaum Sons Bank & Trust Co ... 22
Illinois Trust & Savings Bank ... 12
Live Stock Exchange National Bank ... 30
Merchants Loan & Trust Co. ... 64
National City Bank of Chicago ... 63
Northern Trust Co. ... 82
Peoples Trust & Savings Bank ... 78
Union Trust Co. ... 28

BONDS
Bolger, Mosser & Willaman ... 104
F. B. Hitchcock & Co. ... 2
H. T. Holtz & Co. ... 52
Powell, Garard & Co. ... 36
Shapker, Waller & Co. ... 24

CONTRACTORS
Brownell Improvement Co. ... 60
Cameron, Joyce & Co. ... 128
Great Lakes Dredge & Dock Co. ... 118
A. C. Loomis Co. ... 86

DEPARTMENT STORES
The Fair ... 116

DETECTIVE AGENCIES
William J. Burns International Detective Agency ... 108

ENGINEERS
H. M. Byllesby & Co. ... 106
James O. Heyworth ... 136

ENGRAVERS
American Bank Note Co. ... Opposite 120

EYE REMEDIES
Murine Co. ... 128

FOODS
Armour & Co. ... 74

GARAGES
Hotel La Salle Garage, Chicago ... Inside Back Cover

HIGHWAYS
National Parks Highway ... 50

HOTELS
Fort Dearborn Hotel, Chicago ... 76
Jefferson Hotel, Peoria ... 56
Moraine Hotel, Highland Park ... 86
Morrison Hotel, Chicago ... 110
Hotel Pfister, Milwaukee ... 128
Hotel Sherman, Chicago ... 76

INVESTMENT BANKERS
John Burnham & Co. ... 76
Elston & Co. ... 96
Hornblower & Weeks ... 94
W. G. Souders & Co. ... 10

LIFE INSURANCE
Federal Life Insurance Co. ... 70
Illinois Life Insurance Co. ... Opposite Inside Back Cover
National Life Insurance Co. ... 106

MAIL ORDER HOUSES — Page
Montgomery, Ward & Co. ... 100

MOTION PICTURES
Emerald Motion Picture Co. ... 46

MOTOR TRUCKS
Autocar Co. ... 20
Bird-Sykes Co. ... 88
Diamond T Motor Car Co. ... 6
Federal Motor Truck Co. ... 40
Garford Motor Truck Co. ... 18
General Motors Co. ... 10
International Harvester Co. ... 66
International Motor Co. ... 56
Kelly-Springfield Motor Truck Co. ... 32
Maxwell Sales Co. ... 34
O'Connell Truck Co. ... Outside Back Cover
Packard Motor Car Co. ... 62
Paige Motor Truck ... 88
H. Paulman Co. ... Inside Front Cover
Pierce Arrow ... Inside Front Cover
Stratton-Gramm-Bernstein Truck Co. ... 48
Super Truck ... Outside Back Cover

NEWSPAPER SERVICE
Western Newspaper Union ... 44

PAVING BRICK
Albion Shale Brick Co. ... 88
Dunn Wire-Cut Lug Brick Co. ... 42

PHOTOGRAPHERS
Moffett Studio ... 42

PNEUMATIC TOOLS
Chicago Pneumatic Tool Co. ... 94

PRINTERS
Burnett & Weinberger Co. ... 114
W. P. Dunn Company ... 88
Ryan & Hart Co. ... 86

PUBLICATIONS
Good Roads, New York ... 135

REAL ESTATE AGENTS
Murray & Terry ... 52

REAL ESTATE, MORTGAGE & INVESTMENT BROKERS
S. W. Straus & Co. ... 102

ROAD BUILDERS' EQUIPMENT
Lee Loader & Body Co. ... 104

ROAD MACHINERY
Austin-Western Road Machinery Co. ... 72

ROAD MATERIALS
Barber Asphalt Paving Co. ... 24
Barrett Co. ... 14
Cameron, Joyce & Co. ... 128
Cape Girardeau Cement Co. ... 117
Carmichael Sand & Gravel Co. ... 24
Egyptian Gravel Co. ... 58
Illinois Improvement & Ballast Co. ... 24
Novaculite ... 58
Standard Oil Co. ... Back of Page Opposite Inside Back Cover
Tarvia ... 14
United States Crushed Stone Co. ... 18
Warren Brothers Co. ... 26

ROAD SIGNS
Burdick Enamel Sign Co. ... 76
Road Tests ... Opposite Title Page

SURETY COMPANIES
American Surety Co. ... 98
Joyce & Co. ... 80

TAILORS
Fred A. Munson ... 52

TRACTORS
John Deere ... 92

F. B. HITCHCOCK & CO.

Preferred Stocks *Bonds*

39 South La Salle St. CHICAGO

The Bond Department
of the Central Trust Company of Illinois

Purchases issues of bonds issued by Counties, Cities, School, Road and Drainage Districts, Public Utility Corporations of demonstrated earning capacity, established Industrial Corporations with successful business records.

Offers for Bank, Individual and Trust Investment a carefully selected list of United States and Foreign Government Bonds, Municipal and Assessment Bonds, Public Utility Corporation Bonds, Industrial Bonds and Short Term Notes.

Maintains a Statistical Department equipped to obtain for its customers Quotations and accurate information regarding Securities known in any of the principal markets of the world.

Correspondence with public or corporation officials desirous of negotiating issues invited

Current investment list gladly furnished on application

BOND DEPARTMENT

Central Trust Company of Illinois

125 West Monroe Street

Chicago

L. H. SCHROEDER, Manager J. G. ALEXANDER, Assistant Manager

Head of Successful Campaign for $60,000,000 Bond Issue

WILLIAM G. EDENS
President
Illinois Highway Improvement Association

TO Mr. Edens, the Illinois Highway Improvement Association owes the effectiveness of its organization and the success of its educational campaign, extending over nearly seven years, culminating in the approval at the polls of the $60,000,000 bond issue. Through his understanding of the local sentiment in all counties of the state, his wide acquaintance among all groups of citizens and his ability to eliminate all semblance of politics in his selection of committees, the good roads campaign was generally recognized to be the most throughly organized volunteer movement in the history of the state. Mr. Edens is an officer of the Central Trust Company of Illinois and is credited with having the most extensive personal acquaintance of any banker in the state.

President McKinley appointed Mr. Edens assistant general superintendent of the free delivery system of the postoffice department, in October 1897. Before that year, he was organizing officer of the Brotherhood of Railroad Trainmen, following a service as railroad brakeman and conductor. He was treasurer of the Hamilton Club of Chicago and chairman of its political action committee in 1907 and 1908. He is widely known in American fraternal circles.



Moffett Photo

WILLIAM G. EDENS

THE START

Pulling Illinois Out of the Mud

HIGHWAY construction and administration in Illinois has undergone revolutionary readjustments in the last seven years as the direct result of equally distinct changes in the attitude of the people due to the new conditions of travel and transportation brought about by the automobile.

From the establishment of the commonwealth until 1913 public highway improvement was left solely to the townships of the state, of which there are 1,600. In that year the burden of the main-traveled through routes was taken from the townships and placed in the state and in the counties, of which there are 102.

Application of the law of 1913, however, did not meet the popular demand for an early completion of a uniform system of connected, durable roads commensurate with the needs of the commonwealth. Three years of trial demonstrated that the law of 1913, under which 102 county road systems were being built, with state financial aid and supervision, had some of the disadvantages, though to a less marked degree, that made the township unit of administration inadequate.

To reach the goal of a state system of main highways, to whch the county and township roads would be subsidiary, and which would coordinate with the federal-aid roads, the law of 1918 was passed by the legislature and adopted on Nov. 5, 1918, by the people by referendum vote. Under this law 4,800 miles of the 96,000 miles of highway in the state become state roads, to be constructed from an issue of $60,000,000 of bonds, both principal and interest of which are to be paid from state automobile fees.

THE SITUATION IN 1919

Illinois in 1919 enters on a new era of road building under the following rough divisions:

Eight hundred miles of federal aid roads to be improved at the joint expense of the federal and state governments at a cost of $24,000,000. The state portion, $12,000,000, will come from the state highway fund, and the roads will be part of the state bond issue system.

Four thousand eight hundred miles selected by the legislature and approved by the people, to be improved with the proceeds of the $60,000,00 bond issue, under state control and to be maintained by the state from the automobile fees collected by the state. (Eight hundred miles to be improved by federal aid as outlined in paragraph above.)

Eleven thousand two hundred miles selected by the county boards with approval of the state highway commission, to be improved by joint expenditure of the state and the county and that portion that is of permanent construction to be maintained forever by the state.

Eighty thousand miles to be improved and maintained by the counties and townships; counties being empowered to assist townships to the extent of 25 per cent of the cost of any road.

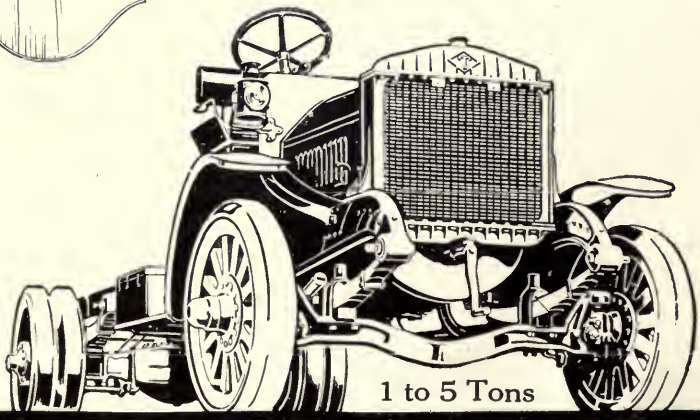
The above brief outline tells the transformation from the age of the horse to the age of the motor car. The reformation under the "Illinois plan" means that



DIAMOND T

Transporting these return loads via "The Nation's Freight Car" further cuts costs through economy of maintenance and certainty of performance. And back of both stands Diamond T's thirteen years of REPUTATION

DIAMOND T
THE NATION'S FREIGHT CAR



DIAMOND T MOTOR CAR COMPANY 4517 W. 26th St., Chicago

better roads are being constructed for use tomorrow as well as today and that the expense will be apportioned not only on their present but their future users.

Whereas under the old township system the rural districts bore the entire cost of highways, under the new system all taxpayers bear their portion. Highway building is now a matter of expense and concern to the city man as well as to the ruralist.

BACK TO THE 90's

In this hasty narration the main points in the story of Illinois highway reformation many facts and the valuable assistance given by numerous individuals and groups must necessarily be omitted. This story will attempt to touch merely the high points.

In the early 90's students of the highway problem realized that there must be a modernization of the road and bridge laws so that the patch work results brought by the township system could be changed. Forty-eight hundred commissioners, three in each townshp, were in charge of the highways of the state, with no directing hand to guide their efforts. The first legislative attempt to study the question was made on Jan. 12, 1893, when Homer J. Tice, a member of the lower house from Greenview, introduced "a bill for an act to create a board of state highway commissioners and prescribe their powers and duties, and making an appropriation to pay the salaries and expenses connected therewith."

The bill provided for three members on a commission appointed by the governor, at salaries of $2,500 each, "to institute investigations as to the building of permanent hard roads" to collect information as to the amount of money expended by the townships for roads and bridges, to study the best methods of grading and draining, to collect facts about hard roads in cities, other states and foreign countries and to investigate whether the work of building hard roads in Illinois should be done by counties, townships or districts." This bill died in committee because of the opposition of delegations of farmers who declared that a hard road scheme in Illinois would "ruin them."

GOVERNOR DENEEN'S REPORT

In 1905 the first state commission was created to investigate the subject of highway improvement and to assist local road authorities in the construction of roads and bridges. The commission, by distributing crushed stone from the state penitentiaries, and by other means carried on a campaign of education designed to overcome the belief that Illinois soil conditions made it impossible designed to overcome the belief that Illinois soil conditions made it impossible to build durable roads at reasonable cost. The commission was given the active examined for local road officials 1,324 bridges, made designs for and supervised the construction of 632 bridges and constructed highways that cost $2,840,000. The commission served without compensation and used in its work appropriations that grew from $25,000 to $100,000 a year.

Members of the commission early reached the conclusion that the growing number of automobiles must sooner or later result in a radical change in the highway administration. At first the city automobile owner was met with resentment in the rural districts. When the pleasure car appeared on the farm when the business motor began its excursions from the city and later started to supplant the team and wagon for farm transportation—then the farmer and the country member of the legislature turned a sympathetic ear to the city man's plea for better roads. It was in this transitory period that the public mind got its first impression of the folly of saddling the whole expense of highway improvement and maintenance on the township.



Capital and Surplus
$10,500,000

A Complete Investment and Trust Service

The Bond Department of the First Trust and Savings Bank buys and offers for sale carefully selected Municipal, Industrial and Railroad bonds, as well as the various issues of United States Government bonds. These bonds are purchased primarily for the bank's own investment and the experience gained during more than thirty years of dealing in high grade securities is placed at the disposal of its clients.

The Trust Department acts as Trustee, Paying Agent and Sinking Fund Depositary under bond and note issues. Complete information regarding these facilities will be gladly furnished upon request. Calls or correspondence invited from those desiring complete and satisfactory investment and trust service.

First Trust and Savings Bank

James B. Forgan, Chairman of the Board Melvin A. Traylor, President

[The stock of this bank is owned by the stockholders of the First National Bank of Chicago]

Northwest corner Monroe and Dearborn Sts.

CHICAGO, ILLINOIS

State Wide Organization

Motor License Fees Open Way

IN the Forty-seventh general assembly Representative Tice introduced on March 15, 1911, a bill providing for a uniform system of license for automobiles and for the exclusive use of all funds derived from that source on the permanent improvement of hard roads. To meet the emergency created by the automobile traffic various local municipalities had tried to enforce the collection of special road taxes against motor cars and Mr. Tice's bill was designed to do away with the evil of a multiplicity of such tariffs. The Tice bill was adopted and the collection of the first state aid money was started.

This legislation brought into being committees on good roads in the various automobile clubs of the state. President Charles E. Gregory of the Chicago Motor Club and Henry Paulman, a director of that organization, toward the end of 1911, put before the directors of the club a proposal for an intensive campaign for the improvement of the highways of Cook county, to connect up with the better highways of Indiana and with those of the Fox river valley, to the west. A committee on good roads, of which Richard J. Finnegan was chairman, was set upon this task. After a thorough study of the question the committee reported that under the then existing laws nothing could be done to improve the roads.

"We must improve our laws before we can improve our roads," the committee reported. "There should be a state-wide association composed of all organizations and individuals interested in good roads."

FIRST CONFERENCE MARCH 12, 1912

Chairman Finnegan recommended cooperation with other organizations and the committee was given carte blanc instructions to "go the limit" on a plan to organize a state highway association.

The Motor Club committee issued a call for a conference to convene at the Hotel Sherman, Chicago, on March 12, 1912. The Illinois Bankers association, the Illinois Manufacturers association and other state organizations were invited to send representatives. City and county officials in the northern part of the state and automobile clubs, farmers' organizations and other bodies were also invited.

The delegates elected Mr. Finnegan presiding officer of the conference, to which was explained the necessity of a complete revision of the road and bridge laws of the state. One of the most valuable contributions to the conference was that read by S. E. Bradt, chairman of the good roads committee of the Bankers association, under appointment of President B. F. Harris. Other members of that committee were Thomas Sudduth, O. W. Hoit, O. P. Bourland and L. L. Emmerson. The committee had sent a questionnaire to bankers throughout the state and had compiled figures showing the waste, extravagance and inefficiency of the prevailing system.

This report said in part:

"The townships are generally of the same size and have on an average about 75 miles of country roads. Under our present road laws, each township is obliged to build its own roads regardless of its population or taxable property,

GMC TRUCKS

¾—1—1½—2—3½—5

A Truck for Every Need

General Motors Truck Company

A unit *of* the General Motors Corporation

Chicago Branch:
Twenty-Third Street and Prairie Avenue

First National Bank Bldg.
Milwaukee, Wis.

W. G. Souders & Co.

Investment Bankers

208 So. La Salle Street
Chicago

Dime Bank Building
Detroit, Mich.

i. e., whether a town has 200 inhabitants or 200,000, whether it has $500,000 of taxable property or $100,000,000, it has practically the same amount of roads to build; and for whom?

TOWNSHIPS WERE OVERBURDENED

"If the inhabitants of each town used its own roads and no others, then the present law might be considered a just one, but such is not the case. It must be remembered that the inhabitants of the townships having the larger assessed valuation are without question larger users, for both business and pleasure, of the roads in the adjoining rural townships than are the residents of these same townships themselves. Again, whenever the residents of these rural townships



Moffett Photo



Moffett Photo

FOUNDERS OF THE ILLINOIS HIGHWAY IMPROVEMENT ASSOCIATION

RICHARD J. FINNEGAN,
Vice-President

Mr. Finnegan became interested in good roads when he carried on a campaign for good roads for The Chicago Daily Journal in 1910-1911. He was appointed chairman of the good roads committee of the Chicago Motor Club in 1912 and proposed the organization of a state association. He presided at the first meeting of the state association and was elected its first secretary. He has been vice-president since 1915. Mr. Finnegan is managing editor of The Chicago Journal. He was in general charge of the publicity of the state campaign from 1912 to 1919. He is Vice-President of the Dixie Highway for Illinois.

HENRY PAULMAN,
Chairman Finance Committee

Mr. Paulman got behind the proposal to organize a state highway association in 1912 and has had his heavy shoulder to the wheel ever since. Some of the most burdensome of the work during seven years has fallen to his lot, involving many personal sacrifices. Mr. Paulman has been instrumental in getting the motor interests of the state to line up for good roads with a united front. For many years he was treasurer of the Chicago Automobile Trade Association and is now president of the Illinois State Automobile Association. He is head of H. Paulman & Co., Pierce-Arrow distributors in Chicago.

use their roads, it is generally for the purpose of hauling farm produce to the city which its people must have, or for carrying home with them such articles as the city merchants have for sale and very often both in the same trip. The fact is that the townships in which the cities are located are being built up and supported in a large degree by the trade and commerce of the rural townships.

The city of Chicago, paying one-third of our state taxes, bears no part of the tax burden of the country roads. The state of Illinois is Chicago's largest

Transportation

DEPENDABLE and economical means for the prompt movement of passengers and freight are a prime essential of modern life, and the business and social activities of a community can expand only as it possesses or acquires such necessary facilities.

For many years this bank has helped in the financing of all forms of transportation, including steam and electric railways, steamships, city streets and country roads. It looks forward to the new road building program of the State of Illinois as another important contribution to the State's commercial and social growth.

Bond Department

Illinois Trust & Savings Bank
La Salle and Jackson Sts.
Chicago

commercial feeder. The citizens of Chicago are large users of the country roads and if by reason of better roads the farmer is able to make a saving in delivering his farm produce to the shipping point, her citizens will surely get their share of the benefits. Chicago can properly assist the country towns in this road improvement only through a state tax.

"The country roads have always been a matter of deep concern to our people, but with the coming of the automobile a community of interest in good roads has sprung up that is not only state-wide but is as wide as the continent. Without doubt, the equity of the situation demands that the township be assisted by the federal government, the state and the county."

Homer J. Tice, as chairman of a special committee of the legislature investigating the road situation, in an address founded on a forthcoming report, gave conclusions similar to those reached by the bankers' committee.

Every interest represented at the conference was heard and each expressed a desire to take part in a state movement for an educational campaign in favor of road law reform as outlined by the Motor Club committee. The delegates voted to constitute themselves into the Illinois Highway Improvement Association.

REPORT OF ORGANIZATION COMMITTEE

Following is the report of the organization committee returned to the conference:

Report of a Committee of Ten appointed by Chairman Richard J. Finnegan as per Resolution adopted at Good Roads Conference, Hotel Sherman, March 12th at 2 p. m.

Committee was composed of the following: C. G. Miller, Cairo; S. E. Bradt, DeKalb; O. W. Hoit, Geneseo; Philip Freiler, Elgin; H. Paulman, Chicago; J. B. McGuire, East St. Louis; M. L. H. Odea, LaSalle; W. E. Hull, Peoria; Charles George, Cordova.

Mr. Hull was elected chairman and Mr. Paulman secretary of the committee. On a motion made by Mr. Freiler seconded by Mr. McGuire, the name of the permanent organization to be THE ILLINOIS HIGHWAY IMPROVEMENT ASSOCIATION. This was adopted.

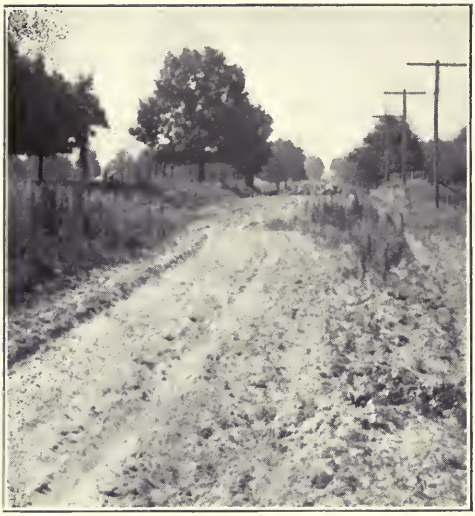
On a motion by Mr. Odea, seconded by Mr. Miller, the chairman was authorized to appoint a committee of three to prepare by-laws. This committee consists of Philip Freiler of Elgin, Mr. Odea of LaSalle, and Mr. Paulman of Chicago.

A committee of three was then appointed as per resolution to nominate officers. The following nominations were then made:

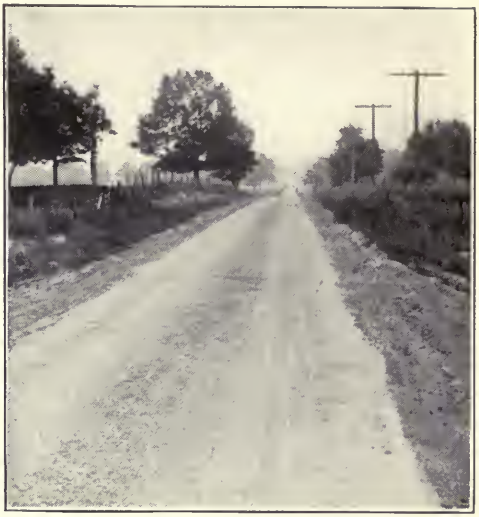
For President—William G. Edens, Chicago.
First Vice Pres.—S. E. Bradt, DeKalb.
Second Vice Pres.—C. A. Kiler, Champaign.
Third Vice Pres.—C. G. Miller, Cairo.
Fourth Vice Pres.—Mayor Garner, Quincy.
Treasurer, Thomas Sudduth, Springfield.
Secretary, R. J. Finnegan, Chicago.

Nine directors were nominated with Mr. W. E. Hull as chairman, the other eight consisting of the following:

O. W. Hoit, Phil Freiler, H. Paulman, Eugene Funk, J. B. McGuire, M. L. Odea, Charles George, H. G. Herget.



AN ACTUAL PHOTOGRAPH OF A PART OF THE DIXIE HIGHWAY, ILLINOIS, BEFORE TARVIA WAS USED.



THE SAME ROAD SHOWING WHAT THE USE OF "TARVIA-X" HAS DONE. NOTE SMOOTH, DUSTLESS SURFACE.

How *One* Man Carried the Bond Issue —

A well-known county engineer tells this story, and *it's the best good-roads story we ever heard.*

He says the county was in terrible need of better roads. The mud all through the district was so deep that it was impossible to use wagons, all traveling being done either on foot or horseback. In spite of the need there was little enthusiasm for good roads when the Board of County Commissioners met. Every one was afraid of the presumed *high cost and increased taxes.* A farmer in the back of the room arose.

"Mr. Chairman," he said, "I ain't fit to address a dignified meeting like this, but that's because I've had to travel for ten miles over the kind of roads you give us.

"I couldn't drive, I had to ride horseback. "My boots are covered with mud; my trousers are covered with mud; my coat is covered with mud; my hat is covered with mud; and if I hadn't stopped to wash it my face would be covered with mud, too.

"I look as if I had crawled here on my hands and knees, and I'm only half through because I've still got to go back, with $5.00 worth of groceries that I bought from brother Fletcher.

"If there had been a good, hard road that my old horse could climb up and draw in a load of lumber that I've got ready, I would have bought $25.00 worth of groceries instead of $5.00 worth, and there would have been that much more money in town to-night."

And the mud-covered farmer sat down!

Other speakers took up his case. They pointed out that good roads were an *asset* instead of a *liability*; an *economy* instead of an *expense*; that they brought money into a town and greatly increased the markets.

The result was that the commissioners enthusiastically passed a resolution to issue bonds enough to give them several miles of good roads.

Today the county is more prosperous than ever, school conditions are better and the amount of traffic going in and out of the town has increased several hundred percent.

The old-time hostility to good roads by taxpayers is fast passing away. Mud holes may look cheap, but they are the costliest thing any community can have around.

If you will build and maintain your roads with Tarvia you will have dustless, mudless, frost-proof highways that cost little to construct and maintain.

Tarvia has removed the last obstacle to the Good Roads Movement because its use insures **good roads at low cost.**

Tarvia
Preserves Roads—Prevents Dust

Chicago, Illinois
10 South La Salle St.

The Barrett Company

St. Louis, Mo.
705 Laclede Gas Bldg.

Branch Offices in all Principal Cities

The sense of this meeting was that the nine members selected as Board of Directors recommend that Mr. Hull be made chairman and that the officers of this association be made ex-officio members of the Board of Directors. This motion was made by Mr. Odea, seconded by Mr. Miller and adopted as read.

A legislative committee was nominated which consists of the following members: Mr. Paulman, Mr. Odea and Mr. Finnegan, with instructions to draft a skeleton of a good roads bill to be presented at the next meeting.

The membership dues to this association to be $2 annually.

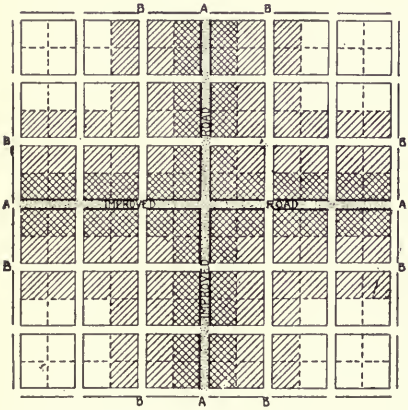
Respectfully submitted, W. E. Hull, Chairman, H. Paulman, Secretary.

WILLIAM G. EDENS ELECTED PRESIDENT

The conference adopted the report of the committee. Mr. Edens' election as president came as a surprise to him, because he was not in attendance at the conference. Members of the organization committee, however, vouched that he was the "one man in Illinois who has the energy, tact, diplomacy and acquaintance to make the movement a success." Mr. Edens' future career as president, a position to which he has been reelected annually amply justifies his reelection.

With his acceptance of the place the movement to "pull Illinois out of the mud" was started in earnest, with a strong union of energetic forces.

AN EARLY EXHIBIT OF THE BANKERS' ASSOCIATION



Township map showing that if improved highways are constructed across the state every six miles in both directions, 108 out of 144 quarter sections in each township will either be directly on an improved road or within one mile of an improved road. 15 to 25% of road mileage carries 85 to 90% of *all* traffic. 15 to 20% of road mileage carries 60 to 70% of the local farm traffic.

NOTE.—In very few townships are roads laid out along all section lines, as shown here. The 1,600 townships in the state do not average quite 60 miles of country roads to the township; hence, 12 miles of improved road will cover more than 20% of the country road mileage in each township.

A-A represents the 12 miles of main improved roads.

B-B represents the roads only one mile from improved road.

Dark shading represents the 44 quarter sections lying directly on this main road.

Light shading represents the 64 quarter sections lying on a road only a mile distant from the improved road.

No shading represents the 36 quarter sections lying more than one mile from the improved road.

Thirty per cent of all quarter sections would front directly on the improved roads, while an additional 45 per cent would be on a road only one mile distant from the improved road, and leaving only 25% more than one mile from the improved road.

(Note—This map and explanation were distributed in 1911 by S. E. Bradt, who in 1916 was the first to suggest a plan for a State bond issue.)



DELEGATES TO FIRST STATE

First State Convention

Declaration of Principles

BECAUSE the Chicago conference was widely heralded by the press of the state, officers of the association were deluged with requests for information about it from all sections. Was it true that at last a central organization had been formed for the purpose of making a united front against mud? It seemed too good to be true to hundreds of anxious inquirers.

During the spring and summer the purposes of the association were exploited in a systematic way, and after various groups had become interested actively a call was sent out for a state convention at the Jefferson Hotel, Peoria, on September 27, 1912. The convention was called in the following manner: Each member of the legislature was invited to attend personally and appoint in addition three delegates from his district. The various agricultural, commercial, labor, banking, real estate, automobile, good roads, medical, rural letter carriers, central women's clubs, highway commissioners, teachers and lawyers' organizations and similar bodies were asked to appoint delegates. It was a wide open invitation.

If all who were invited had attended, not a hall in all Illinois would have been large enough to hold the delegates. But the idea was to demonstrate that the movement was one to which the counsel and cooperation of the whole state was welcome—and, indeed, this purpose was followed not only at the start in 1912, but right through to the end of the 1918 campaign for the $60,000,000 bond issue.



TION AT PEORIA, SEPT. 27, 1912.

About one hundred and fifty delegates attended the Peoria convention. The delegates were men who had been laboring with the good roads problem for years and it would have been hard to pick a group that more faithfully represented the sentiment of every strata of interest and opinion.

In opening the meeting President Edens reminded the delegates that they were a unique group, about to make history. It seemed almost impossible to realize that progressive Illinois never before had had a state convention of all interests to take up the good roads subject in a business like way. Mr. Edens said that the officers of the Association had no programme, that the convention belonged to the delegates and that the officers were pledged to work toward the carrying out of any plan that might result from the deliberations of the body.

Oratory was taboo and leaders of various groups were called upon to state the case against mud roads and present their suggestions for a solution of the problem. B. F. Harris, retiring president of the state Bankers Association; A. P. Grout, president of the State Farmers Institute; Edwin R. Wright, president of the Illinois Federation of Labor; Homer J. Tice, chairman of the Legislative Committee on Roads; Joseph R. Fulkerson, farmer, and president of the Illinois Highway Commission; S. E. Bradt, chairman of the good roads committee of the Bankers Association and Thomas J. Tynan, warden of the Colorado penitentiary, were among the speakers.

The deliberations lasted from morning till night. It was decided that the convention should go on record before the state with a declaration of principles, or platform; that a campaign be waged to have the platform indorsed by as many organizations as possible; and that the platform and the indorsements be taken before the Forty-eighth general assembly, which was to convene the following January, with a demand that legislation embracing the principal points be enacted.

Garford MOTOR TRUCKS

Reliable, Dependable, Efficient

1 to 3½ tons Worm Drive
5 to 6 tons Chain Drive
7 to 10 tons Tractors

Garford Motor Truck Co.

Incorporated

23rd and Indiana Ave., CHICAGO, ILL.

Garford Users
Our Best Reference

United States Crushed Stone Co.

General Offices: 108 South La Salle St.

Telephone Franklin 884

CHICAGO

Quarries McCook, Ill.

Manufacturers of Crushed Limestone for
Water-Bound Macadam, Concrete, Asphalt Macadam
Asphaltic Concrete, Brick

ROADS

Washed Limestone Crusher Sand for Concrete
Roads and Bridges

Bonding Screenings for Water-Bound Macadam Roads

Carload shipments to all points. Daily capacity 7000 tons

RAIL CONNECTIONS

A. T. & S. F. Ry. I. H. B. RR. B. & O. C. T. RR. C. & I. W. RR.

THE PLATFORM ADOPTED.

The platform adopted follows:

Illinois, foremost among the states in her natural resources, finds her general welfare retarded by a system of wretched public highways, constructed, maintained and administered under a method in vogue centuries ago, which is unadapted to the problems presented by modern traffic and out of harmony with the advancement of the state in other directions.

Illinois has only to look around her and see what neighboring states have accomplished in road improvement to realize that her highways are far behind the times.

A great network of 95,000 miles of country wagon roads is left to the haphazard efforts of 4,800 highway commissioners, working independently of each other, poorly paid, largely inexperienced, who are provided with inadequate funds.

TAXPAYERS' MONEY WASTED.

Careful investigation has shown that of the $7,000,000 expended annually on our highways, approximately 37½% is wasted, and in some townships a much greater percentage is spent without permanent benefit. Our highways themselves are the unanswerable argument that Illinois must abandon a road system that is complex, wasteful and inefficient.

We recommend State legislation which will provide for:

1. State and county co-operation in the construction, and maintenance of main highways and bridges.

2. A non-political state highway commission of at least three competent members, who shall devote their entire time to their duties.

3. Improvement (in such counties as elect to come under the provisions of the law) of main, continuous, inter-county highways connecting county seats and other important cities, principally at the expense of the state and county; such roads to be selected and improved by county authorities, subject to the approval of the state highway commission, and after improvement to be turned over to the state for perpetual maintenance.

4. Improvement, maintenance and control of remaining roads (about 80% of the whole) under supervision of county and township authorities.

5. Effective measures to guarantee maintenance after roads are once constructed.

6. Use of the state automobile tax, together with such other funds as the legislature may appropriate, in the improvement of highways.

7. Extension of the employment of prisoners in state institutions in the preparation of material for road building, and the use of state prisoners—under state direction—on an honor system, in actual road work when practicable.

8. Payment of all road taxes in cash.

9. Compulsory dragging of all dirt roads.

10. Safety of road users, such as "Rules of the Road," and the proper construction and guarding of crossings at railroads and intersection of streets and highways.

FEDERAL AID.

We favor federal aid in the construction and maintenance of post roads and national highways, and we request representatives of Illinois in Congress to work toward this end.

GOOD ROADS DAY.

We recommend the designation by the governor, or by the legislature, of an annual Good Roads Day, on which the attention of the whole people, especially teachers and pupils in the public and normal schools and the state university, will be directed toward the importance of improved highways.

SOME GOOD ROADS BENEFITS.

Improved roads mean better schools and larger attendance; better health and quicker medical attention; better farms and more cultivated land; better crops and cheaper transportation; better economic conditions and more producers; better social conditions and less isolation; better church attendance and better citizens; better postal service and closer friends; better business and more consumers; better industries and more employment; a better state and a better nation.

Good Roads will lower the cost of every pound hauled over them. Good Roads will increase the value of every foot of land adjacent.

THE AUTOCAR COMPANY
Manufacturers of Motor Trucks
ARDMORE, PA.

BY-LAWS OF ASSOCIATION.

The convention also adopted by-laws for the Illinois Highway Improvement Association, as follows:

REGULATIONS.

ARTICLE I.

Name.

Section 1. The name of this organization shall be the Illinois Highway Improvement Association.

ARTICLE II.

Object.

Section 1. The object is to harmonize and correlate all efforts for the improvement of the public wagon roads of Illinois, to the end that an adequate and efficient system of road construction, administration and maintenance will be adoped.

ARTICLE III.

Headquarters.

Section 1. The official headquarters of this association shall be located and maintained in the City of Chicago, Illinois.

ARTICLE IV.

Membership.

Section 1. Membership in this association shall consist of four classes: Active, Sustaining, Contributing and Associate membership. Annual dues shall be paid by each class as provided in this article.

Sec. 2. Active Members. The active membership of this association shall be composed of all persons who are members of record, September 27, 1912, and those who shall make written application to the secretary and pay annual dues for one year in advance. The dues of this class shall be $2 per year. Membership in this class shall begin with written acceptance by the secretary.

Sec. 3. Contributing Members. The contributing membership shall consist of all persons, corporations or organizations who deem it their duty to promote the common welfare by voluntary contributions to the work of the association. The contribution of this class may be any amount in excess of $5.

Sec. 4. Sustaining Members. The sustaining membership shall consist of all persons or organizations who make written application to the secretary and pay dues for sustaining membership one year in advance. The annual dues of this class shall be $100 or more.

Sec. 5. Associate Members. The associate membership shall be composed of ministers of the gospel, teachers in public schools, instructors in colleges and universities, who shall make written application to the secretary and pay annual dues for one year in advance. The annual dues of this class to be $1.

Sec. 6. All dues shall be paid annually in advance. Members three months in arrears shall not be allowed to resign without payment of dues for the current year. Members in arrears may be dropped from the membership list by order of the Board of Directors.

Sec. 7. Members shall not be liable for any dues or assessments other than the payment of annual dues as herein provided. The officers of this association shall not have power to contract any debts or liabilities of any kind, which in the aggregate are in excess of funds available for the use of the association, for which the association or its membership individually or collectively can be held responsible.

ARTICLE V.

Voting Privileges.

Section 1. Active, Contributing and Sustaining members of the association shall be entitled to participate in its proceedings and vote upon all questions that may come before the association. Associate members shall be entitled to participate in discussing all questions before the association, but shall not be entitled to vote thereon. Voting by proxy shall not be allowed.

A bank for all the people



Where you will feel at home

Capital and Surplus $2,000,000

Our Complete Banking Service to Investors

INCLUDES THE FOLLOWING DEPARTMENTS

COMMERCIAL—Checking Accounts invited. We extend to our depositors every facility consistent with sound banking principles. Certificates of Deposit issued; loans made on approved collateral.

SAVINGS—Deposits of $1 or more received and interest allowed at the rate of 3% per annum.

TRUST—Acts as Executor, Administrator, Guardian, Conservator and Trustee under Deeds and Wills. Assumes management of property.

FOREIGN—Foreign Exchange and Letters of Credit. Foreign collections. We have the largest and most complete list of correspondents.

LOAN—Loans made on improved Chicago Real Estate; also for building purposes. Bond issues underwritten. Central Realty Loans.

INVESTMENT—Sale of choice Chicago First Mortgages and Real Estate Gold Bonds, which the Bank has first negotiated with its own funds, after making a rigid investigation. We guarantee each loan to be a First Mortgage

GREENEBAUM SONS BANK AND TRUST COMPANY

South East Corner La Salle and Madison Streets

A STATE BANK CHICAGO FOUNDED 1855

SAFE DEPOSIT BOXES

ARTICLE VI.

Annual and Special Meeting.

Section 1. The annual meeting of this association shall be held during the month of March in each year, at such time and place as may be determined by its Board of Directors.

Sec. 2. Special meetings of this association may be held at any time and place when called by its Board of Directors, of which at least ten days' notice shall be given to all members of the time and place wherein special meeting shall be held.

Sec. 3. Every notice calling a special meeting shall state the question proposed to be considered at such meeting. No question of which due notice has not been given shall be considered at any special meeting unless approved by a unanimous vote of all the members of the Board of Directors present at the meeting.

Sec. 4. A majority of all members registered as being in attendance at any annual or special meeting of this association shall constitute a quorum for the transaction of business.

ARTICLE VII.

Officers.

Section 1. The officers of this association shall consist of a President, six Vice Presidents, a Treasurer, a Secretary and a Board of Directors, consisting of the President, the six Vice Presidents, the Treasurer, the Secretary and sixteen additional members, to be elected at the regular annual meeting, five of whom shall constitute a quorum for the transaction of business, and an Advisory Board of not fewer than twenty-one members to be appointed by the President.

Sec. 2. The officers of the association and the members of the Board of Directors and Advisory Board shall be active, contributing, or sustaining members of the association.

ARTICLE VIII.

Duties of Officers.

Section 1. The President shall be the executive head of this association. He shall preside at all meetings of the association.

Sec. 2. In the absence of the President, the Vice Presidents shall act in his place and stead.

Sec. 3. The Secretary shall keep the records, shall receive and receipt for all moneys paid to the association, a correct list of all members and minutes of the association, and send all notices required by the officers. He shall draw all orders upon the Treasurer for the payment of money, which orders shall be approved by the President. He shall receive and record all applications for membership, dues and other receipts of the association. He shall serve all notices and perform all duties necessary to the proper conduct of the business affairs of the association, and shall perform such additional duties, as may be assigned to him by the Board of Directors. He shall make written report annually of the work of the association, accounting for all funds received and disbursed.

Sec. 4. The Treasurer shall receive and receipt for all moneys from the Secretary belonging to the association, and deposit same in a bank or trust company approved by the Board of Directors, and disburse same upon proper voucher signed by the Secretary and approved by the President. He shall keep an accurate account of the finances of the association subject at all times to the inspection of the officers of the association, and furnish corporate surety bond at the expense of the association.

Sec. 5. The Board of Directors shall have custody of all property of the association, supervision of all its expenses, appoint all committees and all officers, not otherwise provided for, and have general supervision and control over all work carried on by the association and its officers, and shall fill all vacancies occurring in offices of the association between the annual meetings. The Board of Directors may cause a call to be made upon the general public for voluntary subscriptions to a fund in aid of the general work of the association, or for any specific purpose it may at any time be engaged in promoting.

Sec. 6. The duties of the Advisory Board shall be to advise and support the officers and Board of Directors in conducting the work of the association, and shall meet at the call of the President of the association.

ARTICLE IX.

Amendments.

Section 1. These regulations may be altered or amended at any regular meeting of the association by a majority vote of the members present.

Shapker, Waller & Co.

Municipal and Corporation
BONDS

Stocks of Proven Value

234 South La Salle Street
Telephone Wabash 484
Chicago

BERMUDEZ Road Asphalt

"It Stays Put"

Write for the
Bermudez Road Book

The Barber Asphalt Paving Company
Philadelphia, Pa.

SLAG SLAG SLAG

Illinois Improvement & Ballast Company
208 South La Salle Street
Chicago, Ill.

Slag for Highway Construction

The best aggregate obtainable for building all types of Modern Highways. *When placed on a road it stays put.* Slag has proven its merit wherever used and may be had in all standard sizes

SLAG SLAG SLAG

The Carmichael Gravel Company, Williamsport, Indiana

Producers & Shippers of High Grade SAND AND GRAVEL Plants on Wabash Railway at

Attica and Wolcottville, Indiana

Daily Capacity 4000 Tons Prompt Shipment Assured

DELEGATES TO THE CONVENTION.

The following delegates attended the convention:

Achelsohl, Charles H.....Quincy
Asplund, Charles A.....Orion
Bridgford, A. G., Illinois Bankers Assn.....Aledo
Brown, W. McK., Commercial Club.....East St. Louis
Brokaw, Charles, Commercial Club.....Bloomington
Banta, Frank D.....Lowpoint
Beatty, T. M., Quincy Auto Club.....Quincy
Barstow, E. O., Commercial Club.....Canton
Bolinger, G. L.....Mason City
Bass, Theo., Farmington Improvement Club.....Farmington
S. E. Bradt.....De Kalb
Bryant, F. R., Commercial Assn.....Princeton
Brady, Francis P.....Chicago
Collins, Dr. Clifford U., State Medical Society.....Peoria
Cable, H. S., Ill. Bankers Assn.....Rock Island
Cox, Ellis E., Board of Trade.....Cairo
Casey, Peter, Board of Trade.....Peoria
Crabtree, M. J., Promotion Club.....Peoria Heights
Culver, Morton T., Cook Co. Real Estate Board.....Glencoe
Carpenter, Fred E., Chamber of Commerce.....Rockford
Christie, Dr. R. J., Chamber of Commerce.....Quincy
Cameron, G. J., Peoria Auto Club.....Peoria
Conway, W. H., Springfield Com'l Assn.....Springfield
Cressman, Dr. R. G., Com'l Association.....Oglesby
Carstens, Wm., Retail Merchants Assn.....Moline
Case, E. J., Auto Club.....Peoria
Clarke, R. D., Illinois Mfrs. Association.....Peoria
Deneen, Charles S.....Chicago
Dunne, Edward F.....Chicago
Dutton, Buel B., Oak Park Business Men's Assn.....Oak Park.
Dille, C. A., Ill. State Teachers' Assn., 523 Ind. Ave.....Peoria
Donovan, J. F.....Niantic
Edens, William G., Chicago Assn of Commerce.....Chicago
Fritz, H. A.....Freebury
Finnegan, Richard J., Chicago Motor Club.....Chicago
Faxon, George S., Ill. Postmasters' Assn.....Plano
Fredalle, R.....Washburn
Ferris, James H.....Joliet
Funk, Frank H.....Bloomington
Funk, Mrs. Frank H.....Bloomington
Gillogly, Harry I.....Chicago
Gillick, Fred, Cook Co. Real Estate Board.....Chicago
Goodwin, W. R., Breeders Gazette.....Chicago
Gannon, R. C., Retail Merchants Assn.....Cairo
Graydon, S. H.....Chicago
Harper, James, Business Men's Assn.....Oak Park
Hayes, J. A., Teachers' Assn.....Peoria
Howell, E. D., Commercial Club.....Elgin
Herschel, Paul E., Ill. Mfrs. Assn.....Peoria
Hall, Robt. F.....Chicago
Herget, H. G.....Pekin
Hughey, William J.....Chicago
Hatch, Darwin S.....Chicago
Houston, John L.....Rushville
Harris, B. F.....Champaign
Hull, William B.....Peoria
Ireland, H. D.....Washburn
Jansen, H. A., Tri-City Mfrs. Assn.....Moline
Johnson, W. W., Ill. Valley Auto Assn.....Ottawa
Just, John M., State Federation of Labor.....Peoria
Jones, C. A.....
Kellem, C. J., Commercial Club.....Centralia
Kingsland, R. M., Commercial Club.....Canton
Lovejoy, E. P., Commercial Club.....Princeton

Get Into *the* Advance Line

SURFACE your roads with ***Warrenite,*** the most successful road surface that has been devised. It is far superior to all other forms of bituminous road surfaces.

Warrenite

is the best built country road surface in America—a fact that we can prove to you, if you will give us the opportunity. ***Warrenite*** is the best surfacing for macadam roads.



WARRENITE ON COLUMBIA RIVER HIGHWAY, MULTNOMAH COUNTY, ORE., SHOWING SHEPHERD'S DELL, DOMES AND BRIDGE

"The man who never makes a mistake never learns anything." But there is no need of making the same mistake twice. If you have in the past constructed roads that will not withstand the modern automobile transportation traffic and which have to be practically rebuilt each year at a great expense, don't repeat the experience but surface them with ***Warrenite*** —it's cheaper to do it now than later.

Warrenite

is laid under the same general principle and with the same care and laboratory super vision which has made the *Bitulithic* Pavement so popular. Other counties are contracting for ***Warrenite***—why don't you ?

Write today for ***Warrenite*** literature, specifications and form of mixture agreement available to all experienced contractors.
A postal card will do it.

WARREN BROTHERS COMPANY

EXECUTIVE OFFICES: BOSTON, MASS.

District Offices:

New York, N. Y.	Chicago, Ill.	Portland, Ore.	Phoenix, Ariz.	Toronto, Ont.
St. Louis, Mo.	Richmond, Va.	Los Angeles, Calif.	Utica, N. Y.	Vancouver, B. C
San Francisco, Calif.	Nashville, Tenn.	Montreal, P. Q.	Winnipeg, Man.	

Lackland, W. R., Tazewell Co. Federation, Group 2.....Morton
McIntyre, G. C., Mercer Co. Automobile Assn.....Aledo
Mason, S. B., Ill. Farmers Institute.....Bloomington
Mercer, Dr. William E., Liberty Com'l & Agricultural Assn.....Liberty
Miller, C. G., Cairo Automobile Club.....Cairo
McClelland, R. A., M. D., Kendall Auto Assn.....Yorkville
Moys, C. L. R. F. D. No. 1, Bloomington
McEldowney, Ralph E., Industrial Club.....Chicago Heights
Marrs, W. T., Promotion Club.....Peoria Heights
Miles, William S., Board of Trade.....Peoria
Nelson, S. L., Auto Club.....Peoria
Pierce, William, Pana Commercial Club.....Pana
Paddock, R. T., Commercial Club.....Pana
Phillips, J. D. Green Valley
Paulman, H. Chicago
Pervier, Clayton C. Sheffield
Roggevein, R. D., Auto Club.....Blue Island
Rohe, C. W., Auto Club.....Blue Island
Rider, C. J., Auto Club.....Bushnell
Rees, Thomas, Commercial Assn.....Springfield
Stokes, Thomas H., Ill. Assn of Postmasters.....Lincoln
Swanzy, A., Commercial Club.....Princeton
Siekmann, Fred C. Chicago Heights
Sexton, T. D. Chicago
Staymates, B. F. Clinton
Smith, Joe H., Commercial Club.....Bloomington
Shoop, J. D., Ill. State Teachers Assn.....Chicago
Snow, W. D., Commercial Club.....Bloomington
Stelzel, C. F., Commercial Club.....Granite City
Shrinel, C. W., Nat'l Good Roads Assn.....Casey
Strawn, Walter D., Ottawa Development Assn.....Ottawa
Stocking, George E., Ill. Trans-Continental-Ill. Div. Rochelle
Sutton, G. D., Commercial Club.....Mason City
Sudduth, Thomas Springfield
Stapleton, William J. Chicago
Tice, Homer J. Greenview
Thurston, W. B. Chicago
Vigal, C. E., Retail Grocers Assn.....Springfield
Vanderslott, F. S., Improvement Club.....Farmington
Vannatta, B. H. Chicago Heights
Witham, K. N., Mercer Co. Automobile Assn.....Aledo
Werckle, W. A., Ill. Retail Imp. & Vehicle Dealers Assn.....Peoria
Wright, E. R., Ill. Federation of Labor.....Chicago
Wood, H. E. Joliet
Waddington, William Chicago Heights
Welsh, R. K., Chamber of Commerce.....Rockford
Wharton, E. B., Ill. Valley Auto Club.....Ottawa
Wood, S. P., Farmington Improvement Club.....Farmington
Wisegarver, G. Decatur
Young, W. H. Athens

NO AXE TO GRIND

Commenting on the work of the convention and the spirit of the delegates, the Orange Judd Farmer, represented by F. L. Petty, said in its issue of October 12, 1912:

"The association which formulated this declaration of highway principles is without question one of the most disinterested and unselfish bodies of men ever banded together in the furtherance of public enterprise in Illinois. Every semblance of special interest has been rigidly excluded from active participation in the organization. It has no axe to grind, no one interest to further, and is under obligations to no one. Its officers serve without pay. Every dollar that has been expended since its organization last March has gone for office expenses, postage, the expense of speakers coming from a distance to address meetings, and minor incidental items."



WE INVITE correspondence with Municipalities contemplating the issuance of bonds for public improvements.

We offer a selected list of Government, Municipal, Corporation and Real Estate Bonds, Mortgages and Notes to yield from 3½ to 7¼%.

Investment Department

Union Trust Company

Capital and Surplus $3,500,000

Madison and Dearborn Streets

CHICAGO

Telephone Central 529

State Aid Law Adopted

Governor Dunne Recommends—Legislature Acts

WITH a programme outlined for legislative consideration, the Illinois Highway Improvement Association began an energetic state-wide campaign to enlist the aid of state, county and local organizations. The Peoria platform was printed in convenient form for widespread distribution. The pamphlet also contained a brief outline of the history and purposes of the association. It was mailed with special letters addressed to various groups.

A state election was under way. The three candidates for governor, Charles S. Deneen, republican; Frank H. Funk, progressive; and Edward F. Dunne, democrat, were advised of the progress of the good roads movement from time to time and candidates for the legislature also were put on the mailing list for all literature sent out so that the next governor and general assembly would be specially posted on events from the beginning.

President Edens and other officers were in big demand as speakers in all parts of the state. Indeed, there were so many calls for Mr. Edens that he found it physically impossible to fill all the dates arranged for him.

An effort was made to organize the state by counties. Thus early in the movement it was a difficult matter to accomplish this purpose, but in fifty-eight of the 102 counties auxiliaries were successfully put under way.

By the time the legislature assembled in January, 1913, the State was pretty well aware that some sort of good roads legislation would be adopted, but there were divergent views as to how much of the state aid programme would be favored by a majority of both houses.

From the day of his election in November, Governor Dunne elicited keen interested in the matter. He held conferences with the officers of the Highway Improvement Association and with representatives of farmers, business men's, union labor and other groups. The result of his study was a bold declaration for state aid and for the employment of convict labor on the roads.



HOMER J. TICE

Mr. Tice is a republican member of the lower house from the 30th senatorial district. He has the honor of having introduced the first bill for a state highway commission in Illinois in the legislature on Jan. 12, 1893. It was 12 years later that a commission was created. He was chairman of a special commission appointed by the 47th General Assembly to study the highway problem of Illinois. The commission made an exhaustive report, giving facts in highway improvements not only in the United States but in foreign countries. He introduced the bill for the State licensing of motor cars that became a law in 1911 and the first State aid law of 1913 was known as the Tice law. Mr. Tice is a farmer. His home is in Greenview. He was one of the State's best campaigner for the $60,000,000 bond issue.

For more than fifty years



S. T. KIDDOO, President
G. F. EMERY, Vice-President
J. L. DRISCOLL, Asst. to President
D. R. KENDALL, Cashier
A. W. AXTELL, Asst. Cashier
L. L. HOGGS, Asst. Cashier
H. E. HERRICK, Asst. Cashier

Capital and Surplus
$2,000,000
Resources over
$25,000,000

The Live Stock Exchange National Bank *of* Chicago

All Roads Lead to Chicago
The WORLDS GREATEST
LIVE STOCK MARKET

Good Roads Mean Better
Marketing Facilities for
LIVE STOCK

Banks in Live Stock Communities secure the Best Service in Financing and Clearing their operations thru a connection with this old established

LIVE STOCK BANK

GOVERNOR DUNNE FOR STATE AID.

In his first message read to the Forty-Eighth General Assembly in January, 1913, Governor Dunne said:

"Provision should be made for the employment of the inmates of our penitentiaries in road work. Primarily, convicts should be used for the preparation of material, either at the penitentiaries, or at camps, established near natural deposits of stone, gravel or other material. In the actual construction of highways, when it becomes necessary, short term prisoners should be employed on an honor system, such as prevails in Colorado. Humanitarian reasons underlie the employment of convicts in the open air work of this sort. The problem of what is going to become of the paroled or discharged convict is largely solved if he is released, healthy in body and in mind, and not debased by associations formed in the debilitating environments of cells and prison workshops.



EDWARD F. DUNNE Moffett Photo

As governor in 1913 Mr. Dunne championed a state aid law. He introduced the honor system for convict labor in road work and gave his approval to the $60,000,000 bond issue, which was proposed at the end of his term. On his retirement from the governor's chair Mr. Dunne was presented with resolutions adopted by good roads associations and motor clubs calling him the "first good roads governor of Illinois."

"Psychological and physiological considerations enter into the employment of men, on an honor system in the fresh air and sunshine, wherein and whereby they are restored to society with their manhood quickened, instead of deadened, or destroyed.

"A matter touching vitally the agricultural, commercial, educational, social, religious and economical welfare of Illinois, and involving the conservation of natural resources, is the question of good roads. In the improvement of public highways, Illinois has been backward.

"Reports of the federal department of agriculture show that about 10 per cent of the 95,000 miles of Illinois roads are improved in a permanent manner, as against 37 per cent in the neighboring state of Indiana, 20 per cent in Wisconsin, 20 per cent in Kentucky, 28 per cent in Ohio and 50 per cent in Massachusetts. Considered from the standpoint of improved roads, Illinois is the twenty-fourth in the list of states.

FARMERS ARE HEAVY LOSERS

"The loss to farmers, because of inaccessible primary markets, and the abnormal expense of transportation due to bad roads, must be considered as a contributing cause of the high cost of living. In some Illinois counties, highways are impassable to ordinary loads for a full third of the year. Bad roads not only hinder crop production and marketing, but they keep the rural consumer away from the store of the merchant for weeks at a time. They keep pupils from the schools, and voters from political gatherings, and from participation in elections. They impair the efficiency of churches, and social,

KELLY-SPRINGFIELD MOTOR TRUCKS

THE BIG BROTHER TO THE RAILROADS.

For day-in and day-out work on big contracting jobs—road building—municipal work of all kinds—where continuous non-stop service is essential, Kelly-Springfield Trucks are unsurpassed. Kellys stand the strains, and twists and have the power to come through, day after day, which is the best proof to any truck user of the correctness of Kellys flexible design, quality of material, and earnestness and stability of the institution producing Kellys—as it has for 12 years.

Kellys Work while Many Other Trucks are Being Worked Upon

1½ TO 6 TON MODELS

THE KELLY-SPRINGFIELD MOTOR TRUCK COMPANY

SPRINGFIELD **Builders of High Grade Trucks** **OHIO**



CHICAGO OFFICE AND SERVICE STATION: 2210-14 SOUTH MICHIGAN AVENUE

fraternal and other organizations, which depend largely on public gatherings for the efficacy of their work.

"Bad roads contribute to the unattractiveness, the isolation and the monotony of country life that are responsible for the desertion of rural pursuits, especially by the young. Experts in mental ailments agree that women in remote sections are the chief sufferers from the restriction of communication and social intercourse, which bad roads impose.

"Highway conditions in Illinois are due to the fact that progress in methods of transportation and travel has not been met with corresponding changes in our system of road building and maintenance. Illinois clings to the obsolete practice of placing the burden of highway improvement on the townships. Other states, in their laws, have appreciated that highway travel is no longer entirely local and that the main arteries carry a great amount of intercounty and interstate traffic. Permanent improvement of the main arteries, which carry the great bulk of traffic, is a problem which affects the general welfare, and these states have established, successfully, systems of state aid on such highways.

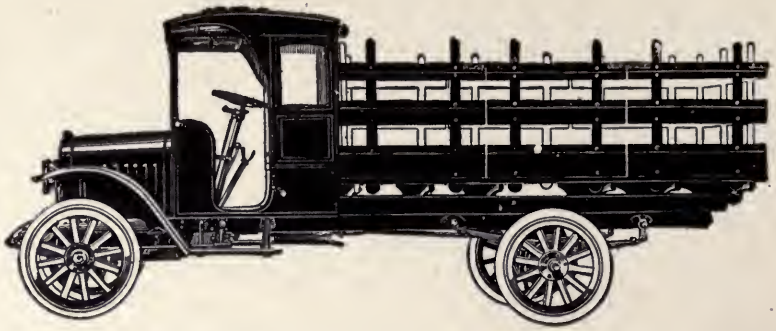
"I recommend for your consideration legislation which will promote the efficiency and economy of the administration of the road system of the state. This legislation, I believe, should incorporate provisions for state co-operation with counties and townships in the construction of main highways and bridges; and the proper maintenance of all roads after they are built; for the compulsory dragging of all dirt roads, and for the use of the state automobile tax as a nucleus of a fund for such state aid."

This message covered the main planks of the platform of the Illinois Highway Improvement Association and proved an exceptionally helpful aid in creating sentiment for a change. Scores of bills were introduced in the legislature, but the association withheld indorsement of any of them at a too early date, continuing its crusade for an aroused public sentiment on the broad lines of its Peoria platform.

OVERCOMING THE OPPOSITION.

Opposition came from two sources. The first developed among township highway commissioners, who had a state organization. Some of the commissioners objected to the proposal of taking highway matters out of their hands and placing them in county and state officials. They appointed committees in an endeavor to put their state organization on record against any legislation, but the officers of the state association were progressive men who refused to enlist in any such enterprise. James F. Donovan of Niantic was president and chairman of the legislative committee of the State Association of Highway Commissioners and Town Clerks. Through his diplomatic efforts the legislation that ultimately was adopted was amended in certain particulars and as a result the association lined up for it.

The second effort for delay was started among the farmers of the state, but made little headway. The progressive agricultural leaders in each county took up the leadership for good roads. One of the objections urged by the highway commissioners was that the good roads leaders in the legislature proposed to do away with the system of three highway commissioners and substitute one instead. This feature was used also as a means of anti-good roads propaganda among the farmers, but it was quickly checked by a compromise under which any township could decide by popular vote whether it would have one commissioner or three.



This Maxwell Truck has 25,000,000 miles behind it

ONE thousand times around the equator is about the mileage of all Maxwell trucks now in use. What this tremendous mileage has taught may be found in the Maxwell truck you buy today.

For the keen engineering done in this remarkable carrier of freight has not been laboratory engineering but ***road*** engineering.

That is why the Maxwell is so practical, why it is so hardy, why it seldom needs mechanical attention, why it is always a delight for engineers to look over.

It is every man's truck. It is not a road rolling monster. Neither is it light and flimsy. It will carry 80% of the different kinds of loads conveyed by horse or motor.

Pays for itself as it runs. See it and save.

Maxwell Sales Company

25th and Michigan Avenue

A. J. BANTA, General Manager **CHICAGO, ILL.**

A typical instance of the energy with which county agricultural leaders took up the cause was that in Montgomery County where Arthur Ware of Butler was president of the County Farmers Institute. Reporting under date of March 25, 1913, of the progress in his county Mr. Ware wrote to the Illinois Highway Improvement Association:

"We had a rousing meeting at Hillsboro Saturday and it gives me great pleasure to be able to tell you that we 'put it over.' They made me president, and the storm broke in ten minutes when I ruled one of the kickers out of



Road Dragging Contests were Promoted as Features of Good Roads Day Programmes to Stimulate Interest in the Educational Campaign for Better Highways. The Picture Shows Joseph Klein, 75 Years Old, Who Won a First Prize in the Road Dragging Contest at Chicago Heights.

order. He appealed to the house and I beat him. I tried to get them to understand that we were there for the purpose of learning and not wrangling, that everybody needed to know the truth and the programme should be carried out as planned. We were loaded with the goods and I expect to score in Montgomery County, for it is too plain a case.

"We passed the resolutions indorsing the Illinois Highway Improvement Association platform. We have a township officer in each township. We will canvass the county and I anticipate we will get a large number of signatures."

FARMERS INDORSE THE PLATFORM.

All doubt of the attitude of the farmers of the state was dissipated when the State Farmers Institute, meeting at Sterling, adopted the following resolution:

"Resolved that we favor the revision of the state highway laws to secure co-operation between the state and national authorities in the establishment and maintenance of improved roads and bridges. We heartily approve the work of the Illinois Highway Commission and indorse the platform of the Illinois Highway Improvement Association."

POWELL, GARARD & COMPANY

39 South La Salle Street
CHICAGO

DEALERS IN

State, County, Road, City, School, Drainage and other Municipal Bonds

We are at all times in the market for the purchase of entire issues of Road Bonds and similar tax-secured securities and will be pleased to submit bids to municipalities, corporations, firms or individuals having such securities for sale.

Municipalities contemplating the issuance of bonds or securities of like character will, on request, be furnished legal guidance and advice as to the proper procedure necessary in the issuance of such bonds or other obligations.

Correspondence Invited.

A state convention of the Illinois Highway Improvement Association was held at Springfield on May 13, 1913, for the purpose of determining which of the bills introduced in the legislature the association would indorse. The day session of the convention convened in the New Leland Hotel.

One hundred organizations had indorsed the platform of the association. These were invited to send delegates empowered to vote on the specific legislation to be recommended to the General Assembly.

The convention voted an indorsement of the main provisions of a bill which had been introduced in the house by Representative Homer J. Tice. In the evening officials of the association appeared at a large public hearing in the hall of the house of representatives before a joint session of the highway committees of the house and senate. From that time on efforts of the association were entered on the passage of what was known as house bill No. 843, frequently referred to as the Tice bill.



ARTHUR R. HALL

Mr. Hall prepared the legislative draft of the $60,000,000 Bond Issue law and assisted in defending it in the courts when its legality was tested. He was one of the originators of the Vermilion County plan, under which the state aid law was amended in 1917 to permit counties to issue bonds to improve state aid roads. He was one of the first advocates of a State bond issue. In his career as a good roads leader Mr. Hall has shown the qualities of generalship that made him famous as a football player and coach at the University of Illinois. He is engaged in the practice of law at Danville, Ill.

BILL ADOPTED BY LEGISLATURE

In the lower house the bill had the active support of Speaker William McKinley, who had appointed Representative Alfred N. Abbott of Morrison as chairman of the roads and bridges committee. Mr. Abbott was the 1913 president of the Illinois Farmers Institute and was thoroughly familiar with the sentiment in the agricultural districts.

In the senate, the presiding officer, Lieutenant Governor Barratt O'Hara, was a good roads man and lent his assistance. Senator S. Kent Keller was chairman of the roads and bridges committee.

The association carried on an intensive campaign in districts where members of the legislature were in doubt as to the sentiment of their constituencies. Many members of the assembly were anxious to vote for the measure, but hesitated between conflicting lobbies. Due to the efforts of the association thousands of resolutions, letters and telegrams were sent to individual members of the assembly, notifying them of the sentiments of the senders.

The bill was adopted in the senate by 43 yeas and 3 nays and in the house by 110 yeas and 34 nays. Gov. Dunne promptly signed it.

The measure was indorsed by the following organizations whose resolutions were presented to the general assembly:

INDORSEMENTS

Adams County Medical Association
Alexander County Medical Society
Alton Automobile Club
Anna Union Club

ESTABLISHED 1862

Foreman Bros. Banking Co.

Incorporated as A STATE BANK in 1897

Southwest Corner La Salle and Washington Streets

Chicago

Capital and Surplus
$3,000,000

Checking Accounts

of individuals, firms and corporations are solicited and received upon favorable terms.

Savings Accounts

are especially provided for by a department organized for that purpose. 3% interest is paid and compounded semi-annually.

Trust Department

We accept Trusts of all kinds, act as Executor and Trustee under Wills and manage Estates.

Real Estate Loans

are made on improved Chicago Real Estate at lowest rates. We also sell Real Estate Loans to those desiring safe investments.

Member of Federal Reserve System
Member Chicago Clearing House Association

OSCAR G. FOREMAN, President
GEORGE N. NEISE, Vice-President
HAROLD E. FOREMAN "
JOHN TERBORGH, Cashier
JAMES A. HEMINGWAY, Secretary
ALFRED K. FOREMAN, Asst. Cashier
ANDREW F. MOELLER, Asst Cashier
GERHARD FOREMAN "
EDWIN G. NEISE, Asst. Secretary
NEIL J. SHANNON, Trust Officer
JOHN W. BISSELL, Asst. " "
FRANK B. WOLTZ, Auditor

Cairo Automobile Club
Cairo Women's Club
Chicago Association of Commerce (good roads committee)
Chicago Automobile Trade Association
Chicago Heights Industrial Club
Chicago Medical Society
Chicago Motor Club
Chicago Real Estate Board
Cook County Real Estate Board
Cook County Truck Gardeners and Farmers Association

Elgin Merchants Association
Elgin Motor Club

Fox River Valley Manufacturers Association (Aurora)

Galesburg Club

Hoopeston Business Men's Association

Illinois Bankers Association (good roads committee)
Illinois Commercial Federation
Illinois Corn Growers Association
Illinois Grain Dealers Association
Illinois Live Stock Breeders Association
Illinois Manufacturers Association
Illinois Mine Workers of America (7th Sub-Dist. of District 12)
Illinois Retail Hardware Association
Illinois Retail Implement and Vehicle Dealers Association
Illinois State Automobile Association
Illinois State Horticultural Society
Illinois State Teachers Association

Jacksonville Business Men's Association

Kendall County Automobile Club

Liberty Commercial and Agricultural Association
Litchfield Merchants Protective Association

Madison County Medical Society
McLean County Automobile Club
Moline Club
Moline Retail Merchants Association

National Cumberland Roads Association (Effingham)

Oak Park Business Men's Association
Ottawa Business Men's Association

Pana Woman's Club
Pekin Woman's Club



THOMAS SUDDUTH

Mr. Sudduth has been treasurer of the Illinois Highway Improvement Association since its organization in 1912. He is a pioneer good roads booster of Central Illinois and has an extensive following in the agricultural districts of Sangamore and adjoining counties. He is the author of several pamphlets distributed among farmers. Mr. Sudduth is vice-president and director of the Ridgeley-Farmer's State Bank of Springfield.

Peoria Automobile Club
Portland Commercial Association (Oglesby)

Quincy Automobile Club
Quincy City Council

Smithton Township Good Roads Co-operative League (Smithton)
Springfield Retail Grocers Association

Thornton Township Good Roads Association (Harvey)
Trenton Business Men's League
Rock Island Club
Tri-City Manufacturers Association

Vermilion County Automobile Club
Wabash County Country School Officers Association

FEDERAL AID IN ILLINOIS

In two federal aid bills, congress appropriated $275,000,000 to be allotted among the states. Of this amount Illinois gets $7,500,000 available in 1919 and $4,500,000 available in 1920, a total of $12,000,000. To this the state will add $12,000,000 from the state highway fund, making $24,000,000 in all. This money will be spent in the Lincoln, Dixie, National Old Trails, Chicago-Wisconsin, Chicago-Springfield-East St. Louis and other roads to be designated from the state bond issue roads. The federal aid is to be spent on plans, specifications and contracts jointly approved by the United States Department of Agriculture and the Illinois department of public works.

"Shorten the Miles to Market—
Build Better Roads"



Another FEDERAL

hauling materials for Cumberland County roads, Virginia.

Good Roads — A National Necessity

Our highways must be paved with more than good intentions, and happily our national government and most of the states are taking real and concerted action this spring.

Motor trucks have played a conspicuous part both in making and maintaining good roads everywhere—they have put a real punch and speed into the work.

The Federal pictured above has been a big factor in building better roads in Cumberland County, Va. Purchased a year ago, its fine record caused the Commissioners to buy another four months later—and now there are three more on order. Results speak for themselves.

A monthly magazine—Traffic News—containing interesting stories of haulage, will be sent upon request.

Federal Motor Truck Company
DETROIT, MICHIGAN

FEDERAL

ONE TO TWO TON CAPACITIES

Applying the State Aid Plan

Given a Little, People Wanted More

THE state aid law provides for a bi-partisan state highway commission of three members appointed for terms of six years by the governor and confirmed by the senate at a salary of $3,500 per annum each and for a state highway engineer ($4,000 per annum) and assistant engineer ($2,500 per annum) similarly appointed. All employes are placed under civil service.

The commission is given these general powers and duties:

Have general supervision of highways and bridges which are constructed, improved and maintained in whole or in part by the aid of State moneys.

Prescribe rules and regulations fixing the duties of all persons employed in the State Highway Department and the various county superintendents of highways.

Aid county superintendents of highways and town and district commissioners of highways in establishing grades, preparing suitable systems of drainage and advise them as to the construction, improvement and maintenance of highways and bridges.

Cause plans, specifications and estimates to be prepared for the repair and improvement of highways and the construction and repair of bridges when requested so to do by a county superintendent of highways or by a highway commissioner of any town or road district therein.

Investigate and determine upon the various methods of road and bridge construction adapted to different sections of the State and as to the best methods of construction and maintenance of highways and bridges.

Aid at all times in promoting highway improvement throughout the State and perform such other duties and have such other powers in respect to highways and bridges as may be imposed or conferred upon them by law.

Approve and determine the final plans, specifications and estimates for all State aid roads upon the receipt of the report of the plans, specifications and estimates of the State Highway Engineer as provided herein.

Let all contracts for the construction or improvement of State aid roads.

Prescribe a system of auditing and accounting for all road and bridge moneys for the use of all highway officials, which system shall be as nearly uniform as practically possible.

In each county a county superintendent of highways is appointed by the county board after a competitive test conducted by the state highway commission. The term is for six years and the salary fixed by the county board. In general, the county superintendent of highways has the same control of county highway matters that the state commission exercises over state matters.

HOW STATE AID IS GIVEN

The provision of the law on state aid follows:

"§ 9. State aid authorized.] Public highways or sections thereof, including bridges therein, may be laid out, improved or constructed at the joint expense of the State and any county within the State as hereinafter provided. In such case the State shall contribute one-half of the expense thereof, and the county or counties through which the said highway or portion thereof passes shall contribute the remaining one-half. Such highways hereinafter known as 'State Aid Roads,' may be laid out, constructed or improved in the manner hereinafter directed:

"The board of supervisors or county commissioners of any county shall, by a majority vote of the entire board of supervisors or county commissioners, in regular or special session, specify the type of road to be constructed under the provisions of this Act in their respective counties, which decision shall be final and not subject to change by the State Highway Commission, whether of permanent earth improvement (including surface or sub-surface drainage, grading, leveling, and crowning), gravel, macadam, concrete, concrete and macadam combined, or brick, and the respective boards of super-

Pave with Brick for Durability

Modern Traffic requires dependable Highways
good 365 days in a year for 50 years at least.

Wire-Cut Lug Brick Pavements are smooth (but not slippery), clean and durable, non-abrasive, impervious to oils, acids, or the elements; low traction resistance.

Monolithic Wire-Cut Lug Highways require no side edgings.

Specified exclusively for brick pavements by scores of cities. Used almost exclusively by several State Highway Departments. ¶ Superior to any other brick for any kind of filler. Made by 48 independent competing companies, operating 72 plants in 12 states, including almost all Illinois paving brick companies. ¶ Free engineering advisory service on request. ¶ Write for data.

The Dunn Wire-Cut Lug Brick Co.

Licensors **Conneaut, Ohio**

Good Roads lead to Good Photographs

at the Famous

MOFFETT STUDIO

57 East Congress Street, CHICAGO

visors or county commissioners shall have the authority to specify any one of the herein designated types of roads: *Provided,* the final decision as to type of road to be builded under the provisions of this Act in any county shall not be made until the board of supervisors or county commissioners shall have secured from the State Highway Commission detailed estimates of the cost in their respective counties of the several herein specified types of roads and the estimates furnished by the State Highway Commission shall be published for two consecutive issues once each week in two newspapers having the largest circulation in the county. In case the board of supervisors or county commissioners do not desire to exercise the privilege and power herein conferred upon them as to designating the type of road to be builded and shall so notify the State Highway Commission, then it shall be the duty of the State Highway Commission to specify the type of road to be builded and the decision of the State Highway Commission shall have the same force and finality as if made by the board of supervisors or county commisioners. When a certain type of proposed road is specified by the board of supervisors or county commissioners or by the State Highway Commission by and with the consent of the board of supervisors or county commissioners such type shall be adhered to throughout the entire length of such road; that is, from one main objective or connecting point to another within the county: *Provided,* nothing herein contained shall prohibit the State and county jointly, at any future time, rebuilding and changing, under the provisions of this Act, an earth, gravel, or macadam type of road to any other more permanent type herein specified: *Provided, further,* that when a gravel or macadam road is constructed the county shall pay one-half the cost of such maintenance: *And, provided, further,* that when an earth road is constructed the county shall pay the entire cost of maintenance."

(The law as passed in 1913 had no provision for earth, gravel or macadam state aid roads; that provision was put in by amendment in 1917. Amendments also provided for the construction of state aid roads through cities and villages not over 20,000 population in size.)

ALLOTMENT OF STATE AID FUNDS

The allotment of state aid funds is provided as follows:

"§ 15a. The improvement of the system of State highways as herein provided shall be carried on as follows: From such appropriations as the General Assembly may from time to time make for the purpose of carrying out the provisions of this Act, there shall be allotted by the State Highway Commission each year for each county an amount that shall bear the same ratio to the total appropriation for that year that the total amount levied in each county for roads and bridges bears to the total amount levied in the state for roads and bridges, as determined from the published reports of the Auditor of Public Accounts from the last year so reported: *Provided,* that to counties, in which more than 40 per cent of the total amount appropriated by the General Assembly for building roads is collected, including any amount collected for automobile and kindred licenses, and devoted to road building by such appropriation, there shall be allotted, under the provisions hereof, an amount equal to twenty-five per cent (25%) of the amount so collected in such county.

"The sum so allotted to each county shall be used to defray the cost of constructing State aid roads when such work is carried on in conformity with the provisions of this Act: *Provided,* that the allotment made by the State shall not be used to defray more than one-half the cost of any improvement done under the provisions of this Act.

"§ 15b. If for any reason any county shall within six months from the date of the allotment fail to provide and appropriate an amount equal to said allotment by the State Highway Commission for the purpose of constructing State aid roads, then the amount so allotted shall be forfeited by said county and the same shall be reallotted to those counties which have complied with the requirements herein contained."

COUNTY BOND ISSUES

The law also provides that counties that desire to construct state aid roads more rapidly than their allotments will permit may issue bonds for that purpose or advance money out of any funds available. The future allotments of state aid funds may be applied to the state's 50 per cent share of the cost of constructing such roads. All such bond issues must be approved by the voters. This provision (15d of the statute) was put in by amendment in 1917.

At Your Service

FROM the very beginning of the campaign of the *Illinois Highway Improvement Association* for the passage of the **$60,000,000 Good Roads Bond Issue,** the Western Newspaper Union organization was called in by *President W. G. Edens* to assist in the manufacture and distribution of plates and mats to the smaller towns and cities of the state.

Western Newspaper Union

Atlanta	Columbus	Kansas City	Philadelphia
Baltimore	Dallas	Lincoln	Pittsburgh
Billings	Denver	Little Rock	Portland
Birmingham	Des Moines	Memphis	St. Louis
Boston	Detroit	Milwaukee	Salt Lake City
Buffalo	Fargo	Minneapolis	San Francisco
Charlotte	Ft. Wayne	New York	Sioux City
Chicago	Houston	Oklahoma City	Sioux Falls
Cincinnati	Indianapolis	Omaha	Wichita
Cleveland			

The provision of the law on repair and maintenance follows:

"§ 32. Repair and maintenance of state aid roads.] Whenever any State aid road shall be constructed or improved in any county under the provisions of this Act, the State Highway Commission, either directly or through the State Highway Engineer, the Assistant State Highway Engineer or the county superintendent of highways, shall thereafter keep all such roads in proper repair, and the total cost of such maintenance shall be paid out of the State road and bridge funds upon the warrant of the Auditor, whenever such payment shall be ordered by the State Highway Commission. For the purpose of keeping such roads in proper repair, the State Highway Commission shall have authority to purchase all necessary tools, machinery, supplies and materials, and may employ, or authorize the State Highway Engineer to employ, all labor necessary therefor."

16,000 MILES FOR STATE AID

Under the state aid law about 16,000 miles of highway were laid out for improvement at the joint expense of the state and the counties. The remaining roads of the state—approximately 80,000—remained under the jurisdiction of the counties and townships.

A. D. Gash (dem.) was appointed chairman of the first highway commission. James Wilson (dem.) and S. E. Bradt (rep.) were the other commissioners. A. N. Johnson, a holdover, was acting state highway engineer, to be succeeded by W. W. Marr, the permanent appointee.

Once the law was in operation and the first roads were constructed under it, the demand for good roads throughout the state was greater than the law or the functions of the state highway department could supply.

The proponents of the state aid law did not claim that it would cure all the highway ills of Illinois. They regarded it simply as the fullest measure of advancement that Illinois was ready for at the time it was adopted. Events proved that it was the stepping stone to the more comprehensive state bond issue plan.

Something of the problems created in the first three years of operation under the law of 1913 may be gleaned from the following extracts from Gov. Dunne's message to the legislature January 3, 1917, based on the report of the state highway commission:

"In 1914, 48.32 miles of brick and concrete roads were completed at a total cost of $1,259,911.18; in 1915, 72.38 miles of brick, concrete, macadam, gravel and earth roads were completed at a total cost of $958,839. During 1916, 284.87 miles were constructed, to cost, as awarded, $1,660,114.87.

"Probably the greatest factor in the work of the department at the present time is the phenomenal growth of sentiment for the construction of systems of roads by counties. Approximately thirty counties in the State are now contemplating bond issues for the improvement of State aid roads in the respective counties and from present indications upwards to $20,00,000 in bonds for road construction will have been involved in elections by the end of the year 1917. This has at times taxed to the limit the facilities of the department for making preliminary plans and investigations.

"The department furnishes to counties, contemplating bond issues, a number of different tentative plans for a comprehensive system of county roads on designated State aid lines for their consideration. Exclusive of the money available for State aid construction, many townships and road districts in the various counties of the State have voted special levies as well as bonds for the improvement of their highways. During the past year, something over $1,000,00 was voted to be used for this purpose.

"The maintenance of State aid roads has been rather difficult and expensive on account of the isolated sections. A great deal of value has been obtained from a careful examination of the successes and failures of the various departments in the eastern States An examination of expenditures per mile of road for maintenance will show that the work done this year is somewhat cheaper than the work done during 1915. It is expected that as the mileage of State aid roads increases, the unit cost of maintenance can be very materially reduced.

"A large share of the cost of administration has been in the inspection of roads under construction. Due to the small contracts and the scattered condition of the work, numerous inspectors were required, where half of the men would have done the same work with larger contracts."

That Great Motion Picture

"Thru Illinois"

"Over Unchanged Roads in a World of Change"

Directed by

Frederick J. Ireland

Produced by

Emerald Motion Picture Company

Under the Auspices of the

Illinois Highway Improvement Association

We make a Specialty of Commercial and Propaganda Photoplays

Address all communications

Frederick J. Ireland

Emerald Motion Picture Company

1717-1729 North Wells Street

Chicago, Illinois

State Bond Issue Proposed

The Danville Platform

GOV. DUNNE'S message indicated the trend toward a larger unit than the county for a state system of highways. Under the state aid law, each county confined its efforts chiefly to its own problems and patches of improved highway along the main inter-county routes showed that it would be many years before a complete state system would be built.

This condition led to agitation for a state bond issue to provide funds for state construction of a state system. The first proposal was for a $40,000,000 issue. This grew to $50,000,000 and was being agitated when the Illinois Highway Improvement Association met in its fifth annual convention at Danville, December 19, 1916. Gov. Dunne gave his support to the bond issue proposed and leaders in both parties as well as good roads men realized that a bond issue was inevitable.

At the Danville convention Highway Commissioner Bradt discussed the problem as follows:

"The present law under which we have been operating for more than three years is working admirably in some instances and failing to meet the requirements in others. Under this law there has been laid out a 16,000 mile system of State Aid Roads out of a total of 95,000 miles of country highways in the state, this system to be improved at the joint expense of the state and the respective counties. Since July 1, 1914, more than 400 miles have been improved.

"The location of the improvement in each county has been determined by the County Boards. In some instances the county boards have pursued the wise course of placing the improvement in each consecutive year upon the most important and most heavily traveled road in the county. In other instances the county boards have started with the improvement in three or four directions from the center of the county population. In a majority of cases, however, the money has been scattered, and the improvement placed upon several widely separated stretches of road with mud at each end and where they can be of little benefit to anybody until they are connected with main centers of population and with each other. The day when these scattered sections will be connected is so far distant in the minds of the people that they are becoming dissatisfied with the working of the law.

"To improve this 16,000 miles of roads in a durable manner will require not less than $160,000,000. Therefore, to complete this work within a period of 20 years will require not less than $8,000,000 per year of which $4,000,000 would be the proportion furnished by the state and $4,000,000 by the respective counties. For the state to appropriate $40,000,000 for each year is not beyond the possibilities, but even if the people could be guaranteed a biennial appropriation of $8,000,000 they would still be dissatisfied and unwilling to wait that length of time for the improvement of our roads. The evidence of this is seen in the rapidly growing sentiment in favor of county bond issues.

STRATTON
— GRAMM —
BERNSTEIN

SPEAKING of "pulling Illinois out of the mud"—a new Gramm-Bernstein Truck recently finished in Chicago, a test trip which covered 14,000 miles over the roads of Ohio and Pennsylvania where it conquered the mountains at Uniontown—and finished strong without any mechanical adjustments or service during this severe test. So get the Gramm-Bernstein story before you buy any truck—at the same time we'll tell you about Stratton Service. Then you'll know why all G-B truck drivers and owners swear by it and not at it.

G. W. Stratton *President*
H. G. Metzler . . *Sales Manager*

Stratton-Gramm-Bernstein Truck Company
2436-38 Michigan Ave. Calumet 6473

COUNTY BOND ISSUES

"Two counties, Vermilion and Cook, have already voted the bonds and the roads are in process of construction. Not less than six other counties have voted upon the proposition. Twenty-five other counties are agitating bond issues.

"We all recognize that in practically every county there are one or two main arteries of travel through the county which rise to the level of interstate or intra-state highways and that these main arteries of travel require different treatment from the other state aid roads of the country. They should be wider and of a more durable type.



SAMUEL ELLSWORTH BRADT

Mr. Bradt's interest in good roads runs back to 1895 when the citizens of DeKalb were required to build a bridge and a brick pavement in order to get the State Normal School for their city. While the work was in progress one of the three highway commissioners resigned and Mr. Bradt, business man and banker, was appointed to the vacancy. The work was completed in 1902. Mr. Bradt had become so interested and efficient that he was reelected each year until he was appointed to the State Highway Commission by Gov. Dunne in 1913. He has been chairman of the good roads committee of the Illinois Banker's Association since 1911, and evolved many of the most effective campaign documents that have pulled Illinois out of the mud. When the state departments were reorganized in 1917, Gov. Lowden appointed Mr. Bradt State Highway Superintendent. Mr. Bradt was elected first vice-president of the Illinois Highway Improvement Association in 1912 and has been an officer ever since.

"In issuing county bonds, however, the desire to reach all parts of a county; that is, to cover as many miles of the state aid system as possible, will in many cases prevent the proper improvement of these main arteries. Therefore, when constructed, they will not give an adequate system of main state highways, but will require reconstruction at some considerable loss in order to accommodate the traffic on these main roads.

"Again, the county bond system will give us patchwork results. In a county where public sentiment is favorable the bonds will be approved by the voters; in adjoining counties if the question is put up at all the voters will fail to give this method of financing their approval, and will insist that the piecemeal method be followed. Thus we shall have excellent roads through one county with mud roads through the adjoining counties; and this hit or miss plan will exist over the entire state.

4,000 MILES FIRST PROPOSED

"I believe that this is the time for Illinois to consider the question of a State Bond Issue of sufficient size to improve approximately 4,000 miles of highways. A system of that size would reach practically every county of the state and connect nearly all cities and villages having more than 2,000 population, as well as many other smaller places.

"The next question that arises is, what would be the source from which the money should be derived to pay the principal of a $60,000,000 bond issue and the interest thereon? Assuming that it would require five years to make the improvement and that the bonds would be issued serially under a twenty-five year limit, all bonds would mature within 30 years from the date of the first issue, or practically at the average rate of $2,000,000 per year. Assuming the

A Comfortable, Easy, Clearly Marked Road

From Chicago

by the Lake regions of Wisconsin, Minnesota, the Bad Lands of North Dakota and Montana, crossing the Rockies, Bitter Roots and Cascade Mountains to Puget Sound and Southerly,

Is The

National Parks Highway

A GOOD ROAD

to the Pacific Northwest, the Summer Playground of America, including Yellowstone, Glacier, Rainier and Crater Lake National Parks.

General Headquarters: Spokane, Washington.

For Detailed Information write Frank W. Guilbert, Executive Secretary, Spokane, Washington.

interest rate to be 4%, which I believe to be ample under any ordinary conditions, the annual interest would approximate $1,000,000 which would mean an annual payment of $3,000,000 including both principal and interest.

INCREASE IN AUTOMOBILE FEES

"It will be admitted that good roads would result in the saving of many dollars annually in tires, repairs and gasoline to every automobile owner. I, therefore, think it no more than fair that he should be called upon to pay a part of the cost of such a system of state roads through an increase in automobile fees. The automobile fees received by the State in 1915 were $924,000. We estimated that for 1916 they will reach $1,300,000, an increase of $375,000. Even at an increase of $250,000 per year, instead of $375,000, the automobile fees at the present rate by 1919 will amount to over $2,000,000; by 1923 to $3,000,000 per year. The automobile fees in Illinois range from $3.00 for a 10 horse power machine to $10.00 for a machine of upwards of 50 horse power. In the majority of states ranking with Illinois the automobile fees run from $5 to $25. It, therefore, would not seem to be out of place to increase the fees in Illinois at least 50%. If this is done then the automobile fees collected in 1919 would be $3,000,000; by 1923, $4,500,000. This increase of 50% would enable us to use sufficient of the automobile license fees to pay one-half of the principal and interest of the bonds, or $1,500,000 per year and then leave ample funds for the construction and maintenance of the balance of the state aid system in the various counties. This would leave only $1,500,000 to be paid annually from the general fund, which would amount to only 6c per $100 of assessed valuation based upon the present equalized assessed valuation of the State, $2,500,000, or a little over 1⅕c per acre on farm lands of Illinois, which bear an average equalized assessed valuation of about $20 per acre.

FEDERAL AID ALLOTMENTS

"Connected intimately with these questions is the passing of the Federal Aid Road bill which will allot to this state,

$ 220,000 available July 1, 1916
440,000 available July 1, 1917
660,000 available July 1, 1918
880,000 available July 1, 1919
1,100,000 available July 1, 1920

a total of $3,300,000.

"The requirement of the Federal Aid Law is that the state shall appropriate an equal amount, or an additional $3,300,000. The department of agriculture asks that this state prepare a definite plan for the expenditure of this $6,600,000 and submit the same to it with the first project for road improvement. Therefore this sum of $6,600,000 added to the fund derived from $60,000,000 bond issue would give a total of $66,600,000 or approximately $16,500 per mile for a 4,000 mile system, which would be ample to construct a system in which the main roads where necessary would be 18 feet in width and none less than 15 feet in width. This would give us in Illinois a system of federal and state aid roads of 4,000 miles to be improved by the State with such additional help as came from the government; another system of 12,000 miles of county roads to be improved at the joint expense of the state and county under the state aid system or bond issue plan, and a further system of 78,000 miles of township roads to be improved at the expense of the township."

H. T. HOLTZ & Co.

MUNICIPAL AND PUBLIC UTILITY BONDS

39 SOUTH LA SALLE STREET CHICAGO

WHEN . YOU . VISIT . CHICAGO . CALL . ON . US

FRED A. MUNSON

Merchant
Tailor

30 North Dearborn St. CHICAGO

THE NORTH SHORE SUBURBS

Lake Forest—Highland Park—Glencoe
Winnetka—Wilmette

Have Finest Auto Roads

and best railroad transportation West of New York

MURRAY & TERRY

REAL ESTATE AGENTS 40 NORTH DEARBORN, CHICAGO

AUTOMOBILE MEN AGREE TO THE RAISE

President Edens called on leading automobile men of the state who were delegates to the convention to express their views on the question of increasing the automobile license fees 50% to pay one half the cost of the proposed bond issue. After protracted argument the conclusion was reached by Henry Paulman and other spokesmen for the automobile interests that the motorists would willingly agree to the increased rates if the question were plainly stated to them and if they were assured of a business-like, non-political administration of the highway construction.

On Mr. Edens' suggestion the committee on resolutions was instructed to draft a minutely comprehensive declaration on which the association could present the bond issue problem to the electorate. The following platform, drawn by Arthur Hull, Danville, and Robert Dunn, Chicago, was thereupon presented to the delegates and adopted:

"BE IT RESOLVED, That the Illinois Highway Improvement Association use its best efforts to get the General Assembly of the State of Illinois at the coming session to submit to the people of the State at the general election in November, A. D. 1918, a law authorizing the issuing of $60,000,000 (or such amount as may be necessary) of bonds of the State of Illinois for the purpose of constructing a State-wide system of permanent hard roads to connect, with each other, the different communities and the principal cities of the State, and, as it is only just and proper, in submitting such a proposition to the voters of the State, that the people be dealt with in absolute good faith and that such voters be given beforehand the general details of the proposed plan, to get the General Assembly to include in such law as near as may be, the following propositions, to wit:

"That the rate of interest on said bonds be fixed at three and one-half (or not to exceed four) per centum per annum:

"That said bonds be serial bonds and be dated, issued and sold from time to time as required for the construction of the proposed roads, and that such bonds be so dated and issued as to mature within twenty years from the date of their issue:

"That the proposed roads be constructed in strict accordance with plans and specifications of the Illinois State Highway Commission:

"That said proposed roads be durable, hard surfaced roads of sufficient widths to meet the requirements of the traffic:

"That the old bridges be used wherever such bridges are in proper condition:

"That said proposed roads be divided into convenient sections for construction purposes:

"That work shall, so far as practically possible, be commenced in the different sections of the State at approximately the same time and be carried on continuously until all work is completed:

"That wherever one of said proposed State roads runs through or into a county over a paved road that has already been improved by the county and State, jointly, or by the county alone and accepted by the State, then in such case, if such paved road can be utilized in the State-wide system, the money value of said paved road at such time shall be determined approximately, and the county's share thereof shall be set apart and allotted to such county, either to be used at the option of the county to retire any county bonds issued to improve its State Aid Roads, or to be expended in the improvement of one or more of its other State Aid Road Routes, with a permanent type of road, under the direction and to the satisfaction of the State Highway Commission:

"BE IT FURTHER RESOLVED, That this Association believes that it is only fair and just that motor vehicles, and especially the heavier machines that are so likely to cut up and injure the highways, should bear a larger share of the cost of building and maintaining a system of good roads, and therefore, recommends that this Association make an effort to get the General Assembly to pass a bill to make reasonable increases in the automobile license fees, the money therefrom to be used entirely for the improvement of the roads of the State, or to aid in the payment of the principal and interest of a State bond issue for road improvement."

Municipal Bonds

Purchased and Sold

Officials of State, County, City, Road and School districts:

If you contemplate having an issue of Road, School or any other kind of Public Improvement Bonds to sell, write us about it and we will be glad to make suggestions which may be helpful, giving you the benefit of our extensive experience in the buying and selling of this class of security.

Municipal Bond Buyers:

Considering the exemption from income tax, the yield now obtainable on Municipal Bonds compares very favorably with investments of very much less intrinsic worth. We endeavor to carry at all times a diversified list of high grade Municipal issues and will be glad to submit our current offerings on request.

Bond Department

CONTINENTAL AND COMMERCIAL
TRUST AND SAVINGS BANK
CHICAGO

The Capital Stock of this bank is owned by the stockholders of the Continental and Commercial National Bank of Chicago which has total resources exceeding $350,000,000.

Governor Lowden Sponsors Plan

Legislature Adopts It

FRANK O. LOWDEN was elected governor in November, 1916. The first consideration of the officers of the Illinois Highway Improvement Association following the adoption of the Danville platform was to enlist his support. Gov. Lowden showed a wide grasp of the good roads question, learned first hand as an Illinois farmer. He had one objection to the Danville platform. He thought the automobile license fees should be so increased as to take care of the entire principal and interest of the bond issue, instead of only 50 per cent. If the backers of the plan would agree to that amendment, he said, he would sponsor it as an administration measure and put his full strength behind it.

While the negotiations over this proposal were in progress, Gov. Lowden included the following in his inaugural message to the Fiftieth General Assembly, Jan. 8, 1917:

"Good roads are a good investment, but a comprehensive system of good roads must wait for a generation, unless bonds are issued to defray cost.

"Motor vehicles are rapidly supplanting horse-drawn vehicles. When good roads have become the rule, and not the exception as now, auto trucks will likely take the place of horses and wagons in the transportation of the products of the farm. With good roads, the upkeep and maintenance of motor vehicles would be largely reduced. The license fees now paid are only a trifling percentage of the cost of operation. If good roads were assured, the owners of motor vehicles could pay a much larger license fee and still be the gainers.

"I believe it is possible to work out some plan by which the principal and interest of a bond issue sufficient for this purpose could be largely, if not entirely, paid from the receipts of such license fees."



Moffett Photo

GOV. FRANK O. LOWDEN

The distinctive feature of the Illinois good roads plan —that of paying the entire principal and the interest of the state bonds from the motor license fees—is one of the precautions demanded by Gov. Lowden before he would consent to advocate it. Gov. Lowden's foresight in this regard is admitted by all good roads men to be responsible for the general approval of the $60,000,000 project by farmers and workingmen, without whose support it could not have succeeded. The Lowden plan takes the burden off the home and the farm and places it on the motor car owner who gladly assumes it because of the economies it brings in other ways.

While this message left the question uncertain, the governor in conference was firm in his declaration that the total cost was to come from the automobile fees. It was the only way to attract the farmers to the support of the bond issue, he said.

Mack Trucks



Contractors in most every line of work, from road construction to canal building, are outspoken in their recommendation of the MACK as a long-lived, consistently durable truck under all conditions.

International Motor Company, New York

Chicago Branch: 1808 South Michigan Avenue

W. E. HULL, President **ARTHUR LEHMANN, Sec'y-Treas.**



Jefferson Hotel

Peoria, Illinois

The principal Hotel in the State outside of Chicago

400 Rooms, all with Bath Rates $1.50 to $5.00

This brought a crisis in the movement. It was a bold proposal to make to representatives of motor organizations. Officials of the Chicago Automobile Trade Association, composed of automobile dealers, were first approached. They agreed to sound out the private owners with whom they did business. Their report was uniformly in favor of Gov. Lowden's plan. The Chicago Motor Club, the Chicago Automobile Club, the Illinois State Automobile Association, the Quincy Automobile Club, and other organizations took the same view.

It was with great joy, therefore, that President Edens informed Gov. Lowden that it was a "go."

The bill providing for a general vote on the bond issue at the polls on November 5, 1918, was introduced in the senate by Senator H. M. Dunlap, and in the house by Representative Richard Meents, respective chairmen of the roads and bridge committees. In the consideration of the bill in the general assembly the total mileage of the bond system was increased from 4,000 miles to between 4,600 and 4,800 miles. It was passed by both houses with little opposition.

The senate and house roll calls follow:

YEAS—SENATE

Abt	Broderick	Denvir	Kessinger	Shaw
Atwood	Buck	Dunlap	Lantz	Sullivan
Austin	Campbell	Glackin	Latham	Swift
Bailey	Canaday	Hamilton	Manny	Wendling
Baldwin	Cliffe	Hewitt	McCullough	Wood
Barbour	Coleman	Hughes	McNay	Wright
Bardill	Cornwell	Hull	Miller	Yeas—38
Barr	Dailey	Jewell	Roos	Nays—0

YEAS—HOUSE

Abbey	DeYoung	Holaday	Milroy	Sonnemann
Baker	Dieterich	Holten	Morrasy	Stanfield
Bippus	Drake	Igoe	Mueller	Strubinger
Boyer	Dudgeon	Jacobson	Mulcahy	Thompson
Brewer	Ellis	Jones	Murphy, P.	Thon
Brinkman	Epstein	Kasserman	Neef	Trandel
Bruce	Festerling	Kilens	O'Brien	Turner
Bullington	Flagg	Kirby	Overland	Tuttle
Burns	Franz	Lacy	Pace	Tyers
Carmon	Fridrichs	Lager	Perkins	Van Duser
Carpenter	Frisch	Lyle	Petlak	Vickers
Carter	Garesche	Lyon, S.	Prendergast	Wagner
Caviezel	Gorman	Lyon, T. E.	Reaugh	Walsh
Church	Graham	Maher	Rentchler	Walters
Cole	Green, C.	McCarthy	Robbins	Walz
Cooper	Gregory	McDavid	Roderick	Watson
Curran, T	Griffin	McGloon	Roe, A.	Weber
Curren, C.	Guernsey	McMackin	Rowe, W.	Wells
Dahlberg	Hamlin	Meents	Schuberth	Wilson
Desmond	Havill	Meyers	Seif	Young
Devereux	Hennebry	Miller	Snell	
Devine	Hicks	Placek	Thomason	Yeas—108.

NAYS—HOUSE

Boyd	Marshall	Smejkal	Smith	West
Donahue				Nays—6.

Whittaker Hill Novaculite

FOR GOOD ROADS

Quickly Constructed Economical Permanent



A MAIN STREET IN MT. VERNON, ILLINOIS, PAVED WITH WHITTAKER HILL NOVACULITE EIGHTEEN MONTHS AGO

WHITTAKER HILL NOVACULITE is a flint rock in quartz formation, containing sufficient clay to make excellent binder. Chemists describe this clay as an alumina, silica bonding material. Novaculite is placed on the road, forming at once a hard, smooth surface **without other materials or treatment.**

Roads in Alexander County, constructed by farmers with Novaculite from Whittaker Hill 18 to 30 years ago, are still in excellent condition, although they have had no attention since being built.

WRITE FOR OUR NEW BOOK

"Facts Regarding Whittaker Hill Novaculite"

Egyptian Gravel Company

1821 Railway Exchange Building

ST. LOUIS, MISSOURI

PIT:
Olive Branch, Illinois

Tackling a $60,000,000 Job

Governor Lowden Urges the Association to Lead

TO consider plans for the campaign in behalf of the $60,000,000 bond issue, the Illinois Highway Improvement Association held a state convention at Bloomington on Oct. 24, 1917. President Edens called the convention to order and explained the difficulties that had to be overcome. Illinois was unused to state bond issues, he said. In some quarters there was a decided opposition to them, no matter how worthy the objects for which they were issued. Twenty years before, the people had approved bonds for a waterway, but as yet none had been issued.

In the rural districts, particularly, violent opposition would be met unless every voter was given full information to prove to him that the road bonds would bring no additional general taxation and that the whole amount would be paid from the motor license fees.

The size of the vote necessary to carry the bond issue was another matter of grave concern, Mr. Edens pointed out. Under the constitution the strict requirement was that instead of only a majority of votes cast on the proposition, the bonds had to have a majority of votes cast by men voting for members of the general assembly, virtually a majority of all votes cast at the election. This was the most stringent regulation thrown around any state referendum question.

PEOPLE BOUND UP IN WAR PROBLEMS

Mr. Edens also called to mind the difficulties of a campaign concurrent with the demands of the war. War problems were uppermost in the public mind. Liberty Loan, Red Cross and other campaigns were absorbing the attention of the people. The war conditions had brought a practical cessation of public work. The state, naturally, was thinking about winning the war. It appeared to be a little too early to begin planning about post-war activities yet, Mr. Edens said. Yet, would there be a better time? The state, in his opinion, could be made to appreciate the necessity of going ahead with the voting of the bonds and the preparation of the agencies to construct the roads, as long as no bonds were sold, no money paid out or no work done until an acceptable time after the war should be won.

Mr. Edens' remarks were along the lines of a statement made by Gov. Lowden, who put the bond issue up to the convention as a war time necessity. Gov. Lowden said:

"I would like to say a word with reference to the war and its relation to the good roads bonds. Even if these bonds are voted next fall and this war is still on, I wouldn't think, as governor of this state, of trying to market those bonds immediately, or of starting immediately to build those roads; and I don't think any one else would think of that. While this war is on, so far as I can see, you wouldn't get the labor without paying prohibitive prices, and you wouldn't get the material without paying prohibitive prices. Any one will tell you that if we had to build these roads now, with the present prices of road material and with the present prices of labor, the $60,000,000 wouldn't begin to build the roads which are planned for.

Brownell Improvement Co.

CONTRACTORS FOR PUBLIC IMPROVEMENTS

MANUFACTURERS OF

CRUSHED STONE

1220 CHAMBER OF COMMERCE BUILDING

Telephone Main 44-45-46

GROUND LIMESTONE
For
AGRICULTURAL PURPOSES

Daily Capacity
TWO THOUSAND TONS

The Greatest Experts in Agriculture Advise the Use of Ground Limestone

IT IS A SOIL BUILDER AND A CROP PRODUCER

Prompt Shipment Can Always Be Made Because of Our Tremendous Capacity

"A Road is No Better Than its Foundation, So Build it Well From the Base Up"

USE BROWNELL CRUSHED STONE

Direct Railroad Connections:
C. & E. I. R. R.; B. & O. C. T. R. R.; I. C. R. R.; C. T. H. & S. E. R. R.
Having Connections With All Other Roads.

We Lead in Quality and Price
CONCRETE FOR PERMANENCE

Daily Capacity 200 Cars.

LARGEST STONE CRUSHING PLANT IN THE WORLD

VIEW OF THORNTON PLANT



Plant of BROWNELL IMPROVEMENT CO., the Largest Stone Crushing Plant in the United States

"But most of the economists I have read predict a very serious business depression when our troops are released from the trenches and come back home, with the cessation of all these multiform activities which have come as a result of the war. Many men will be thrown out of employment as a result; building material will be vastly cheaper. You will, therefore, not only build the roads much cheaper than you would now, but you would also help to hold things steady by furnishing much needed employment to labor that otherwise would be idle.

"The time for public improvements always is when there is a business depression. Now, isn't it the part of wisdom, isn't it the part of statesmanship for us to be anticipating those times? We don't have to begin to negotiate a single bond if the bond market is not right. We don't have to begin to build a single mile of road until labor and material conditions will warrant; but isn't it the part of wisdom now to think how we are going to bridge over that period of depression after the war? And how can we prepare so well against that day as by getting ready, when the end of the war comes, to go on with these public improvements?

"I am willing to go upon record as saying that if the good roads bond issue is approved by the people next fall, I shall not attempt to market the bonds nor to begin this great work until the close of the war.

CALAMITY IF BOND ISSUE FAILED

"I wish to say, however, that I would consider it a calamity if this bond issue should fail to receive the approval of the voters next November. In my judgment, the legislature has placed before the people an exceptionally well balanced system of state highways, together with wise and adequate provision for issuing the bonds and constructing the roads. If we fail to approve of their action, I believe it will be many years before we will again have the opportunity of securing such a system of highways on such advantageous terms, if at all.

"I, therefore, urge your organization to carry your campaign of information into every county and township of the State, and I pledge to you my hearty support. I think that in your campaign particular emphasis should be placed upon the fact that the entire cost of this system of roads will be paid for from the automobile license fees without calling for a dollar of direct taxation upon the lands or any other property outside of motor vehicles."

Gov. Lowden's call to the Illinois Highway Improvement Association to "carry the campaign into every county and township," was taken as the decision of the convention. The delegates resolved to go ahead on the line of the governor's policy and the slogan became: "Vote the bonds now; build the roads after we win the war."

It was decided that campaign headquarters be established in Chicago and that there be a minute organization reaching down into as many of the 4,800 townships and districts as possible. Mr. Edens volunteered to give extra hours of his time to the work in the central office if he was assured of co-operation in all of the 102 counties. The delegates went home determined "to put the bond issue across or bust."



Packard Trucks and Permanently Improved Roads *solve transportation problem*

THE Sullivan Packing Company of Detroit, with a 5-ton Packard, has saved 60c per hundred on transportation charges since they established an interurban motor truck refrigerator service between Detroit and Toledo.

> Do you realize you can save boxing cost and cartage cost *to* and time wasted *at* freight terminals by motor truck transportation?

Illinois is going to spend $60,000,000 for nearly 5,000 miles of permanent roads—roads that can be used every day in the year, regardless of season or weather. Doesn't this mean good times ahead in Illinois for Packard car and truck owners?

Packard cars and trucks have always had the best *in* them and have established high standards of efficiency with the worst *in front of them.*

They'll soon show you what they can do in Illinois when all over the state ribbons of permanent pavement are ahead of them.

Packard Motor Car Co. of Chicago

Michigan Avenue at Twenty-fourth Street

The Big Drive

Details of Winning Organization

HEADQUARTERS were opened in the Hotel La Salle, Chicago. Mr. Edens soon had committees busy in each of the 102 counties. Extreme care was exercised in the selection of the committees. It was a requisite that the members were "live wires," men who were willing to get out and work. No laggards were wanted. They were also men of standing in their various groups. In many communities they were men who were the leaders in campaigns associated with war activities. The county committees were urged to perfect an early organization by the election of a chairman, secretary, treasurer and publicity manager and to hasten the extension of their unit into townships, precinct and school district subdivisions. The state was divided into seven districts, with a field agent in charge of each district. When necessary the field agents visited the local committees to assist them in their organization and work.

By letters, telegrams, pamphlets, circulars, as well as personal calls, there was a close working association between the central headquarters and the local committees. The State Highway Commission was frequently called upon for assistance which was cheerfully and readily given. Within the limits prescribed by the law and administrative orders, the commission, its engineering department, the county superintendents of highways and the supervisors and highway commissioners worked in close alliance with the volunteer organization.

COUNTY ORGANIZATION IMPORTANT

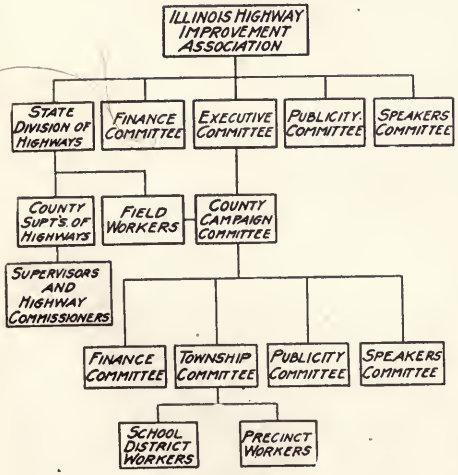


Chart of Organizations of the State Campaign

The main plan of campaign was outlined and carried into execution by the executive committee of the Illinois Highway Improvement Association, but each county organization was called upon to adjust itself to local conditions and to stand the local expense of its own campaign.

In addition to the county committees and their subdivisions, scores of state and local organizations were enlisted. These included clubs of all kinds, medical, school, agricultural, automobile, bankers' commercial, labor, fraternal, political, social and kindred organizations. Special circular letters and pamphlets suited to each organization were sent out to the membership under the auspices of committees selected in each one after consultation with the officers.

Right from the start forms of indorsement for various groups were prepared. Whenever an organization had a meeting its membership were asked to indorse the bond issue plan and to pledge itself to work for the passage of the

IN the buying and selling of high-grade investment bonds and farm mortgages, The Merchants Loan and Trust Company Bank of Chicago pursues the same conservative policy which has characterized its operations during more than half a century. To the careful investor, who looks primarily to safety of principal, the offerings of this Bank prove especially attractive.

OFFICERS

ORSON SMITH.....Chairman of the Board
EDMUND D. HULBERT.....President
FRANK G. NELSON.....Vice-President
JOHN E. BLUNT, Jr.....Vice-President
C. E. ESTES.....Vice-President
F. W. THOMPSON.....Vice-President
H. G. P. DEANS.....Vice-President
P. C. PETERSON.....Cashier
JOHN J. GEDDES.....Assistant Cashier
F. E. LOOMIS.....Assistant Cashier
LEON L. LOEHR.....Secretary and Trust Officer
A. LEONARD JOHNSON.....Assistant Secretary
G. F. HARDIE.....Manager Bond Department
CUTHBERT C. ADAMS.....Asst. Manager Bond Department

DIRECTORS

FRANK H. ARMSTRONG.....President Reid, Murdoch & Company
CLARENCE A. BURLEY.....Attorney and Capitalist
R. T. CRANE, Jr.....President Crane Company
HENRY P. CROWELL.....President Quaker Oats Company
HALE HOLDEN.....Regional Director, U. S. Railroad Administration
MARVIN HUGHITT.....Chairman Chicago & Northwestern Ry. Company
EDMUND D. HULBERT.....President
CHAUNCEY KEEP.....Trustee Marshall Field Estate
CYRUS H. McCORMICK.....Chairman International Harvester Company
SEYMOUR MORRIS.....Trustee L. Z. Leiter Estate
JOHN S. RUNNELLS.....President Pullman Company
EDWARD L. RYERSON.....Chairman Joseph T. Ryerson & Son
JOHN G. SHEDD.....President Marshall Field & Company
ORSON SMITH.....Chairman
JAMES P. SOPER.....President Soper Lumber Company
MAJ. A. A. SPRAGUE.....U. S. Army

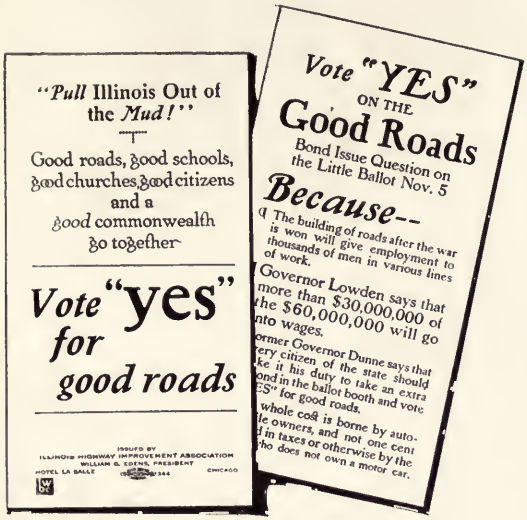
THE MERCHANTS LOAN AND TRUST COMPANY
OLDEST BANK IN CHICAGO

Capital and Surplus $12,000,000

"Identified with Chicago's Progress Since 1857"

112 West Adams Street
CHICAGO

measure on election day. Gradually these indorsements accumulated and by the time the election was at hand nearly 1,000 indorsements of this nature had been procured. To enumerate them, would be to call the roll of nearly all the substantial representative organizations of the state.



Millions of These Were Printed and Distributed Throughout the Cities of Illinois for Use at the Precinct Polling Places on Election Day.

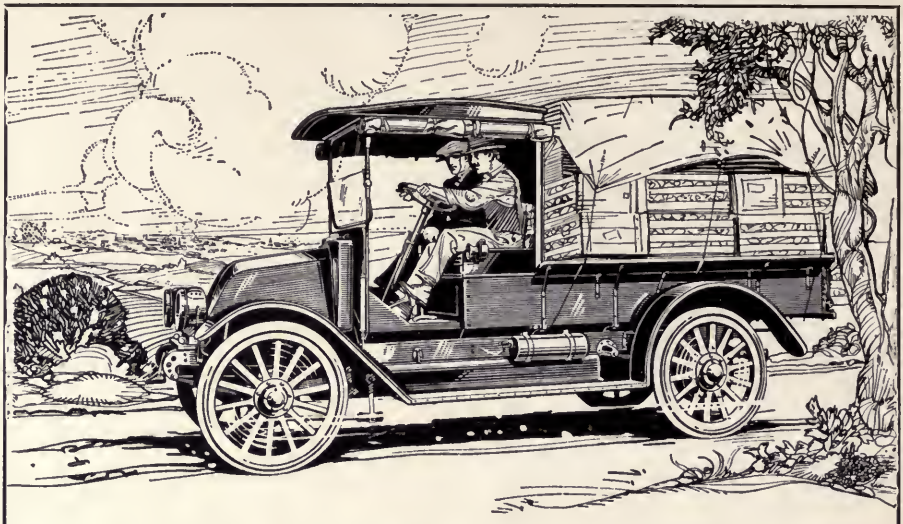
A vast amount of literature was prepared and distributed from the central headquarters to all the committees active in the campaign. In all approximately 6,000,000 pieces were sent out. They included maps, folders, posters, booklets, pamphlets, etc. The question as it affected the farmers was handled in one set of pamphlets, written by men well-known in the agricultural section and having the confidence of the farmers. The motorists were appealed to in separate literature—one folder to the extent of 1,000,000 copies being distributed from the gasoline filling stations of the state. Conspicuous labor leaders wrote circulars that went to labor unions and resolutions or indorsement adopted by such unions were printed and circularized.

The financial phase of the case was thoroughly taken care of in one pamphlet. Just before the election, employers were furnished with a single leaflet to insert in pay envelopes. For use on election day at the polls sample ballots were sent to workers who also were furnished with badges. Both parties in their state conventions, and in most of their county conventions, indorsed the bond issue, and as a result, county and precinct committees willingly assisted the distribution of literature in the few days previous to election. Many precinct political workers wore good roads badges on election day.

What the Press Did

To the newspapers of Illinois is due a large measure of credit for the widespread understanding of the bond issue that led to its adoption. Illinois editors were among the first to assist the movement when it was started in 1912. Year after year they kept the question alive. When the $60,000,000 bond issue campaign came along the newspapers were carrying an already undue burden, due to the war. The federal government was using their space, given without reward, for various war activities, such as Liberty Loans, Red Cross and farm betterment, etc. In addition the war industries board cut down the allotments of white paper to each publisher.

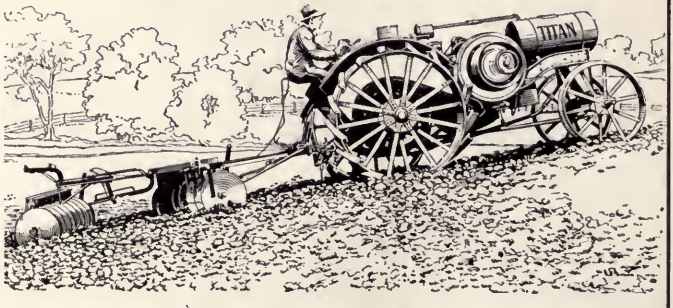
In this stringency the Illinois Highway Association sent a letter to the publishers of the state, expressing its understanding of their situation but asking, nevertheless, for as much assistance as could consistently be given. Return postal cards were enclosed, asking the editors to signify whether they could use matter



International Motor Trucks

GOOD roads and good motor trucks make a combination that is a certain source of wealth to any community. When the roads are hard surfaced, and the trucks are Internationals, hauling costs come down like magic. International Motor Truck is only another name for Low-Cost Hauling. Sturdy, well built to stand the strain of everyday use, backed by a complete service organization with 89 Company branches, International Motor Trucks are both dependable and economical.

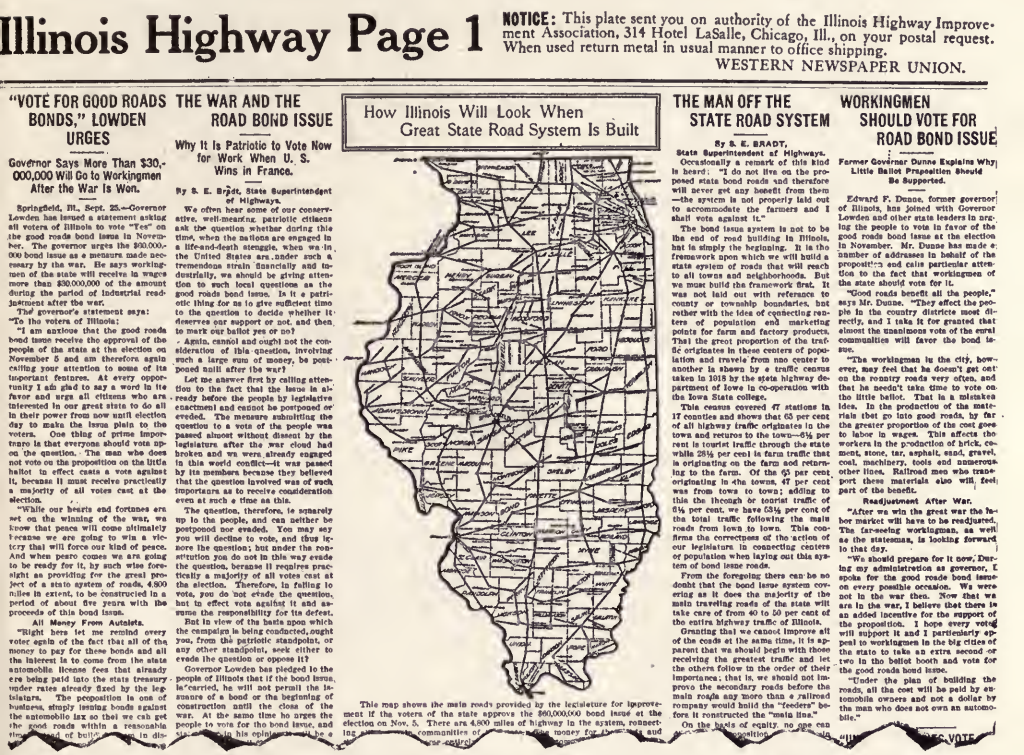
International and Titan Kerosene Tractors



are true, general purpose power machines. Operating on kerosene and other low priced fuels, they do all kinds of drawbar and belt work efficiently, and at the lowest possible cost. The machines shown on this page have behind them the resources and reputation of one of the largest truck and tractor organizations in the world, with an unbroken experience of nearly a century.

International Harvester Company of America
CHICAGO (Incorporated) U S A

in letterpress, matrix or plate form. Eight hundred papers outside of the big cities accepted plate matter which was prepared and sent out at the association's expense. In the last three months three such plates were distributed. It is estimated that more than 25,000 columns of space were donated by the papers of



Illinois Highway Page 1

NOTICE: This plate sent you on authority of the Illinois Highway Improvement Association, 314 Hotel LaSalle, Chicago, Ill., on your postal request. When used return metal in usual manner to office shipping.
WESTERN NEWSPAPER UNION.

"VOTE FOR GOOD ROADS BONDS," LOWDEN URGES

Governor Says More Than $30,000,000 Will Go to Workingmen After the War Is Won.

Springfield, Ill., Sept. 25.—Governor Lowden has issued a statement asking all voters of Illinois to vote "Yes" on the good roads bond issue in November. The governor urges the $60,000,000 bond issue as a measure made necessary by the war. He says workingmen of the state will receive in wages more than $30,000,000 of the amount during the period of industrial readjustment after the war.

The governor's statement says:

"To the voters of Illinois:

"I am anxious that the good roads bond issue receive the approval of the people of the state at the election on November 5 and am therefore again calling your attention to some of its important features. At every opportunity I am glad to say a word in its favor and urge all citizens who are interested in our great state to do all in their power from now until election day to make the issue plain to the voters. One thing of prime importance is that everyone should vote also on the question. The man who does not vote on the proposition on the little ballot in effect casts a vote against it, because it must receive practically a majority of all votes cast at the election.

"While our hearts and fortunes are set on the winning of the war, we know that peace will come ultimately because we are going to win a victory that will force our kind of peace. And when peace comes we are going to be ready for it, by such wise foresight as providing for the great project of a state system of roads, 4,800 miles in extent, to be constructed in a period of about five years with the proceeds of this bond issue.

All Money From Autoists.

"Right here let me remind every voter again of the fact that all of the money to pay for these bonds and all the interest is to come from the state automobile license fees that already are being paid into the state treasury under rates already fixed by the legislature. The proposition is one of business, simply issuing bonds against the automobile tax so that we can get the good roads within a reasonable [illegible] of building [illegible] in distribution [illegible] the state. The value of that amount of space cannot be computed. It was the largest single contribution to the campaign.

THE WAR AND THE ROAD BOND ISSUE

Why It Is Patriotic to Vote Now for Work When U. S. Wins in France.

By S. E. Bradt, State Superintendent of Highways.

We often hear some of our conservative, well-meaning, patriotic citizens ask the question whether during this time, when the nations are engaged in a life-and-death struggle, when we in the United States are under such a tremendous strain financially and industrially, we should be giving attention to such local questions as the good roads bond issue. Is it a patriotic thing for us to give sufficient time to the question to decide whether it deserves our support or not, and then to mark our ballot yes or no?

Again, candid and ought not the consideration of this question, involving such a large sum of money, be postponed until after the war?

Let me answer first by calling attention to the fact that the issue is already before the people by legislative enactment and cannot be postponed or avoided. The measure submitting the question to a vote of the people was passed almost without dissent by the legislature before the war cloud had broken and we were already engaged in this world conflict—it was passed by its members because they believed that the question involved was of such importance as to receive consideration even at such a time as this.

The question, therefore, is squarely up to the people, and can neither be postponed nor evaded. You may say you will decline to vote, and thus ignore the question; but under the constitution you do not in this way evade the question, because it requires practically a majority of all votes cast at the election. Therefore, in failing to vote, you do not evade the question, but in effect vote against it and assume the responsibility for its defeat.

But in view of the basis upon which the campaign is being conducted, ought you, from the patriotic standpoint, or any other standpoint, seek either to evade the question or oppose it?

Governor Lowden has pledged to the people of Illinois that if the bond issue is carried, he will not permit the issuance of a bond or the beginning of construction until the close of the war. At the same time he urges the people to vote for the bond issue, and [illegible] in his opinion will be a [illegible] communities of [illegible] ding money for [illegible] and [illegible] opinion.

How Illinois Will Look When Great State Road System Is Built

This map shows the main roads provided by the legislature for improvement if the voters of the state approve the $60,000,000 bond issue at the election on Nov. 5. There are 4,800 miles of highway in the system, connecting [illegible]

THE MAN OFF THE STATE ROAD SYSTEM

By S. E. BRADT,
State Superintendent of Highways.

Occasionally a remark of this kind is heard: "I do not live on the proposed state bond roads and therefore will never get any benefit from them—the system is not properly laid out to accommodate the farmers and I shall vote against it."

The bond issue system is not to be the end of road building in Illinois, but is simply the beginning. It is the framework upon which we will build a state system of roads that will reach to all towns and neighborhoods. But we must build the framework first. It was not laid out with reference to county or township boundaries, but rather with the idea of connecting centers of population and marketing points for farm and factory products. That the great proportion of the traffic originates in these centers of population and travels from one center to another is shown by a traffic census taken in 1915 by the state highway department of Iowa in co-operation with the Iowa State college.

This census covered 47 stations in 17 counties and shows that 63 per cent of all highway traffic originates in the town and returns to the town—6½ per cent is tourist traffic that has a passing while 28½ per cent is farm traffic that is originating on the farm and returning to the farm. Of the 65 per cent originating in the towns, 47 per cent was from town to town; adding to this the through or tourist traffic of 6½ per cent, we have 63½ per cent of the total traffic following the main roads from town to town. This confirms the correctness of the action of our legislature in connecting centers of population when laying out this system of bond issue roads.

From the foregoing there can be no doubt that the bond issue system covering as it does the majority of the main traveling roads of the state will take care of from 60 to 65 per cent of the entire highway traffic of Illinois.

Granting that we cannot improve all of the roads at the same time, it is apparent that we should begin with those receiving the greatest traffic and let the others follow in the order of their importance; that is, we should not improve the secondary roads before the main roads any more than a railroad company would build the "feeders" before it constructed the "main line."

On the basis of equity, no one can

WORKINGMEN SHOULD VOTE FOR ROAD BOND ISSUE

Former Governor Dunne Explains Why Little Ballot Proposition Should Be Supported.

Edward F. Dunne, former governor of Illinois, has joined with Governor Lowden and other state leaders in urging the people to vote in favor of the good roads bond issue at the election in November. Mr. Dunne has made a number of addresses in behalf of the proposition and calls particular attention to the fact that workingmen of the state should vote for it.

"Good roads benefit all the people," says Mr. Dunne. "They affect the people in the country districts most directly, and I take it for granted that almost the unanimous vote of the rural communities will favor the bond issue.

"The workingman in the city, however, may feel that he doesn't get out on the country roads very often, and that he needn't take time to vote on the little ballot. That is a mistaken idea. In the production of the materials that go into good roads, by far the greater proportion of the cost goes to labor in wages. This affects the workers in the production of brick, cement, stone, tar, asphalt, sand, gravel, coal, machinery, tools and numerous other lines. Railroad men who transport these materials also will feel part of the benefit.

Readjustment After War.

"After we win the great war the labor market will have to be readjusted. The far-seeing workingman, as well as the statesman, is looking forward to that day.

"We should prepare for it now. During my administration as governor, I spoke for the good roads bond issue on every possible occasion. We were not in the war then. Now that we are in the war, I believe that there is an added incentive for the support of the proposition. I hope every voter will support it and I particularly appeal to workingmen in the big cities of the state to take an extra second or two in the ballot booth and vote for the good roads bond issue.

"Under the plan of building the roads, all the cost will be paid by automobile owners and not a dollar by the man who does not own an automobile."

[illegible] VOTE

SAMPLE PRESS SHEET SENT TO MORE THAN 800 NEWSPAPERS

The farm papers of the state also lent invaluable assistance. Editors of the agricultural press were among the earliest students of the highway question in the state. Their columns were thrown open to full discussion of the subject and also to complete account of the progress of the campaign. These editors furnished many suggestions that proved helpful in the extreme.

The Problem *of* Selecting Desirable Investments

The time is now favorable for investing in high grade bonds.

However, it is important for the layman to exercise caution in the selection of investments under the abnormal conditions now prevailing.

Our BOND DEPARTMENT is equipped to give statistical information in regard to securities and offers its services to those seeking information. Ask for our current list of selected investments.

Bankers, individuals and corporations are invited to write or call on our officers when considering opening a Chicago account or changing their present connections.

The NATIONAL CITY BANK *of* CHICAGO

DAVID R. FORGAN, President

Bond Department

R. U. LANSING, Vice Pres. and Manager
M. K. BAKER, Assistant Manager
JOHN R. GRAY, Assistant Manager

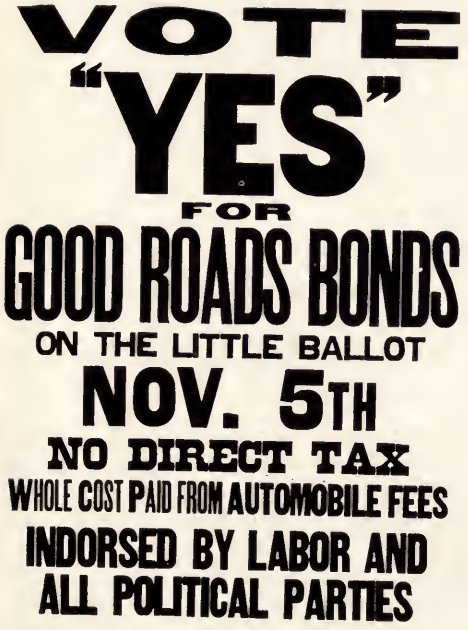
Banks and Bankers Dept.

F. A. CRANDALL, Vice President
S. P. JOHNSON, Assistant Cashier
R. V. KELLEY, Assistant Cashier

What the Motorists Did

How Automobile Fees Pay the Bill

TO the motorists of the state a great portion of credit for the energy behind the campaign is due. They were the protagonists of the movement. When interest seemed to lag, they supplied the enthusiasm to restore it. When finances were low, they sent out letters for subscriptions and memberships and rounded up the necessary funds. The most active of the motor groups was the Chicago Automobile Trade Association, composed of nearly all the motor manufacturers, branch managers and dealers in Chicago, as well as those associated in accessory lines. The persistency of this organization in the campaign was a demonstration of the power and initiative of the business man when he is engaged in a civic enterprise in whose virtue he is a strong believer. Members of the association distributed hundreds of thousands of copies of pamphlets among their customers. They also contributed to special advertising funds for billboard and newspaper display. The Chicago Automobile Club, Chicago Motor Club and the Springfield, Peoria, Quincy, Cairo, Elgin, Peoria, Joliet, Bloomington and Rockford clubs as well as the Illinois State Automobile Association, the parent body of the state, and the Automobile Club of America, also were active.



Sample of Half-Sheet Poster

The question of how the motor license fees would finance the bond issue was one that the motor clubs were able to bring home to the people. To provide the funds, some classes of motor vehicles by 1920 will be increased in fees as much as 100 and 150 per cent.

One of the most popular of the pamphlets distributed was written by S. E. Bradt. It dealt with the sufficiency of the income from motor license fees under the title "Will the Bonds and Interest Thereon be Paid from Motor License Fees? Will the Motor Fees Be Sufficient also to Help Build the Connecting Roads." In part the pamphlet was as follows:

"Will the revenue derived from the motor fees be sufficient to meet the payments of all bonds and interest required to be made annually? The motor vehicle law was amended in 1917 to provide for an increase in 1918 of fifty per cent in fees on all cars of 35 horse power or less, and one hundred per cent on cars of more than 35 horse power; while in 1920 there will be an additional fifty per cent increase based on 1917 fees, on all cars, thus the general increase applicable in 1920 will average a little more than one hundred per cent of the 1917 fees.

EDERAL LIFE INSURANCE CO.

ISAAC MILLER HAMILTON
PRESIDENT

"HUMAN BEING" INSURANCE

LIFE, ACCIDENT AND HEALTH

CHICAGO'S BEST KNOWN COMPANY

We Serve the Public

WE serve the policyholder when sick or hurt or aged; we serve his loved ones if he dies; we compensate the agent who served the policyholder; and we co-operate with other companies when they need re-insurance—Life, Double Indemnity and Standard Accident.

OUR PEOPLE ARE PATRIOTIC
THEY SUPPORT THE FLAG

REGISTRATION FEES FOR MOTOR VEHICLES

YEARS 1917-1920, INCLUSIVE

	1917	1918	1920
10 H. P. and less	$ 3.00	$ 4.50	$ 6.00
25 H. P. and more than 10	4.00	6.00	8.00
35 H. P. and more than 25	6.00	9.00	12.00
50 H. P. and more than 35	8.00	16.00	20.00
More than 50 H. P.	10.00	20.00	25.00
Motor bicycle	2.00	3.00	4.00
Electric vehicles to and including 2 tons	5.00	10.00	12.00
Electric vehicles over 2 tons	10.00	20.00	25.00

CARS REGISTERED IN 1917 WILL PAY ENTIRE BOND ISSUE

"Louis L. Emmerson, Secretary of State, gives the number of cars registered in 1917 as in excess of 340,000, yielding a revenue of $1,588,834.69. All people familiar with the motor law understand that if a new car is purchased in the fourth quarter of the year, the purchaser pays only one-fourth of the annual license fees. Therefore, in order to determine the average fee which each of the 340,000 cars will pay when registered for the full year it will be necessary to take the records of the first quarter of 1917. These records show that there were 174,555 cars registered in that quarter with a total revenue, including motorcycle, chauffeurs and dealers license fees, of $899,049.70, which means an average of about $5.15 per car. We have shown that the fees per car to be collected in 1920 are more than double the fees of 1917. Therefore, the 340,000 cars registered in 1917 will pay in 1920 double the amount paid in 1917, or at the rate of over $10.00 per car. On this basis 340,000 cars registered in 1917 will produce in 1920 an actual revenue in excess of $3,400,000, which for the period of twenty-five years, the time during which these bonds will be outstanding, will yield eighty-five millions of dollars. The principal of the bonds is $60,000,000, payable one-twentieth each year from the date of issue. The interest, at the rate of 3½ per cent, will amount to $22,050,000, or a total (including the principal) of $82,050,000.

"It will be seen therefore that the number of cars registered in 1917 (340,000) will produce a revenue more than sufficient to pay the principal and interest of the bonds even though there is no increase whatever over the 1917 registration.

PROBABLE INCREASE IN CARS REGISTERED

"Having reached the conclusion that the present number of cars registered will take care of the bonds and interest, let us estimate the probable future increase and the purpose for which this surplus is to be used. We find that in the past four years there has been an actual increase of from thirty to forty per cent each year in the number of cars registered. If this rate of increase should continue we would have a total of 1,000,000 cars registered in the State of Illinois by 1924. We do not anticipate such an increase; but we do anticipate an average increase, during the next seven years, of ten per cent annually. This would give us by 1924 a total of 600,000 cars, and would yield an annual income of over six million dollars.

"As a matter of interest, I would call attention to the fact that in the State of Iowa in 1917 there was one car to every eight persons, while in the State of Illinois during the same year there was one car to every eighteen persons. We do not estimate that the number of cars in Illinois will ever reach the proportion already reached in Iowa; i. e., one car to every eight persons, but we do estimate, and we believe conservatively, that by 1924 we shall have one car to every twelve persons; which, with the increase in population, will give us approximately 600,000 cars.

"I show herein a table which gives a conservative estimate of the collections each year for the period from 1920 to 1944. The amount of these collections, you will note, is $147,300,000. Deducting the amount of the bonds, $60,000,000, and the amount of the interest, $22,050,000, making a total of $82,050,000, we still have remaining $65,250,000.

The Name AUSTIN-WESTERN

stands for everything that is high-grade in road machinery. This line of machines is produced in the largest and best equipped factories of their kind in the United States.

Behind them is over forty years of manufacturing experience, which is the best assurance of quality and satisfaction to protect the buyer.

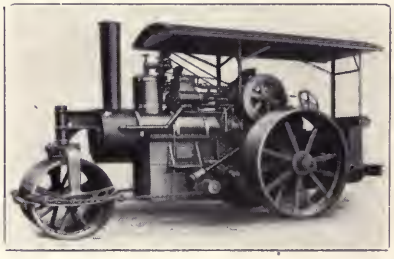


Midget Grader (1000 lbs.)

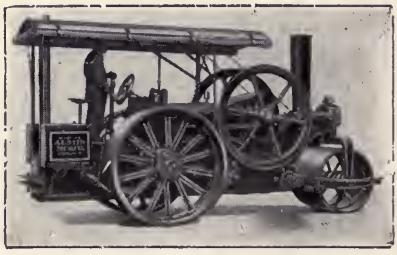


Little Western Grader (1450 lbs.)

The **Austin-Western Line** includes everything for road making and maintenance. In graders alone, there are a dozen different A-W sizes and styles, ranging from the Western Midget (1000 lbs.) to the Austin Rip-Snorter (8400 lbs.)



Austin Steam Roller



Austin Motor Roller

Steam Rollers and Motor Rollers are a very prominent feature. To indicate the importance of our roller department:

During the War the United States and Allied Governments purchased over 700 Austin Motor Rollers, more than ten times their combined purchases of all other rollers and at higher prices.

The Austin-Western Road Machinery Co.

Chicago

Send for our catalogue No. 18 describing our entire line of road machinery.

Branch Offices or direct representatives in every state.

Table Showing Estimated Amount of Motor Fees Remaining for State Aid and Maintenance Work After Paying the Annual Cost of Bond Issue—Estimate Based on a 100% Increase in Fees and a Graded Increase in Cars to a Total of 600,000.

Year	Estimated Motor Fee Collections	Payment on Principal	Payment, Interest	Total Principal and Interest	Available for State Aid Allotments (including Maintenance)
1920	$ 4,800,000	$ 2,400,000	$ 350,000	$ 2,750,000	$ 2,050,000
1921	5,200,000	2,400,000	616,000	3,016,000	2,184,000
1922	5,500,000	2,400,000	882,000	3,282,000	2,218,000
1923	5,800,000	2,400,000	1,148,000	3,548,000	2,252,000
1924	6,000,000	2,400,000	1,414,000	3,814,000	2,186,000
1925	6,000,000	2,400,000	1,680,000	4,080,000	1,920,000
1926	6,000,000	2,400,000	1,596,000	3,996,000	2,004,000
1927	6,000,000	2,400,000	1,512,000	3,912,000	2,088,000
1928	6,000,000	2,400,000	1,428,000	3,828,000	2,172,000
1929	6,000,000	2,400,000	1,344,000	3,744,000	2,256,000
1930	6,000,000	2,400,000	1,260,000	3,660,000	2,340,000
1931	6,000,000	2,400,000	1,176,000	3,576,000	2,424,000
1932	6,000,000	2,400,000	1,092,000	3,492,000	2,508,000
1933	6,000,000	2,400,000	1,008,000	3,408,000	2,592,000
1934	6,000,000	2,400,000	924,000	3,324,000	2,676,000
1935	6,000,000	2,400,000	840,000	3,240,000	2,760,000
1936	6,000,000	2,400,000	756,000	3,156,000	2,844,000
1937	6,000,000	2,400,000	672,000	3,072,000	2,928,000
1938	6,000,000	2,400,000	588,000	2,988,000	3,012,000
1939	6,000,000	2,400,000	504,000	2,904,000	3,096,000
1940	6,000,000	2,400,000	420,000	2,820,000	3,180,000
1941	6,000,000	2,400,000	336,000	2,736,000	3,264,000
1942	6,000,000	2,400,000	252,000	2,652,000	3,348,000
1943	6,000,000	2,400,000	168,000	2,568,000	3,432,000
1944	6,000,000	2,400,000	84,000	2,484,000	3,516,000
Totals	$147,300,000	$60,000,000	$22,050,000	$82,050,000	$65,250,000

IMPROVEMENT OF CONNECTING ROADS ASSURED

"The bonds and interest maturing each year having been provided for, what is to be done with this $65,000,000, an average of $2,600,000 each year?

"The surplus is to be used for the improvement of the highways of the state in accordance with Article IV of the Road and Bridge Law, which means that this surplus is to be used, first, for the maintenance of the roads as they are built and, second, for the construction of the connecting roads under the State Aid System. The State Aid System requires the counties to put up an amount equal to the State Aid allotment to the respective counties. Assuming that after providing for maintenance out of this $65,000,000, there will be available for allotment to the counties during the 25 year period the sum of $40,000,000, then the counties would be called upon to furnish an equal amount, thus making a total sum of $80,000,000, available from the state and counties for improving the connecting roads. But that is not all the money that will be available to build the connecting roads. Every year there is raised by the townships through direct levies and bond issues from $8,000,000 to $10,000,000. In twenty-five years this will total from $200,000,000 to $250,000,000, all of which will also be used for this same purpose. This means that while we are paying for the bond issue system through motor fees we shall also be expending approximately $300,000,000 without increasing general taxes beyond the present tax rate and that this $300,000,000 will all go to help the man who is living on a road that is not a part of, or in a village that is not upon, the bond issue system. This does not take into consideration county bond issues which will undoubtedly be used in many of the counties to assist in giving the man off the road a first-class road over which to reach not only his trading center, but a road which will connect him with this main system.

The Armour Idea

TO help solve the nation's food problems, to contribute to the well-being of the American people by making good food in wide variety conveniently accessible to every table; to identify such purity, quality and goodness by a distinctive mark; to eliminate waste; to encourage production by maintaining a scientific system of distribution; to pursue this policy dependably, efficiently and economically, and in a spirit of public service

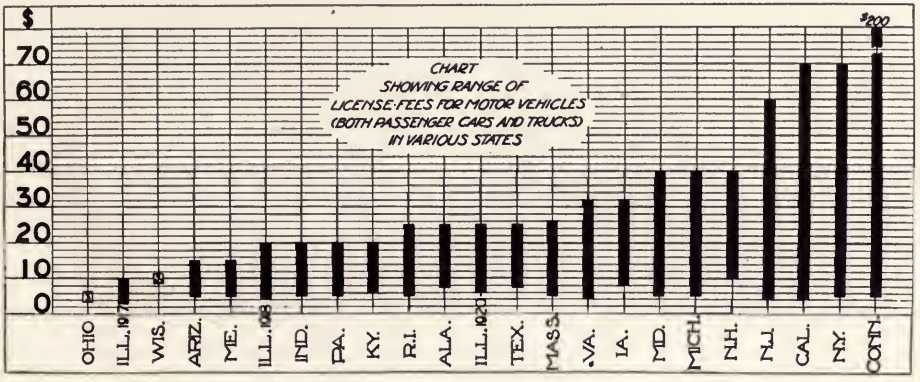
ARMOUR AND COMPANY

CHICAGO

4011

FUND ALREADY PROVIDED WITHOUT ADDITIONAL TAXATION

"The law providing the money to pay the principal and interest of these bonds is already upon the statute books. There is therefore no additional tax to be levied beyond that already provided for. The only question is, shall we use the credit of the state in order to construct this system of roads in five years rather than take twenty-five years in which to complete this improvement?



"I am showing also a table comparing the motor fees to be paid in Illinois both in 1918 and 1920 with the fees paid by many of the other important states of the union. By a careful perusal of this table it will be apparent that even with the increase in license fees, which is to be made applicable in 1920, our license fees will still be much below those of many of the other states."

BOND TABLE, $60,000,000

Proposed State Highway Bond Issue Showing $10,000,000 Issued Each Year for Six Years During Construction, with Principal Payments Increasing as Interest Decreases

Year	Maturities 1st issue	Maturities 2d issue	Maturities 3d issue	Maturities 4th issue	Maturities 5th issue	Maturities 6th issue	Combined annual maturities	Total annual interest 3½ per cent	Total annual payment
1	$ 354,000						$ 354,000	$ 350,000	$ 704,000
2	367,000	$ 354,000					721,000	687,610	1,408,610
3	380,000	367,000	$ 354,000				1,101,000	1,012,375	2,113,375
4	393,000	380,000	367,000	$ 354,000			1,494,000	1,323,840	2,817,840
5	407,000	393,000	380,000	367,000	$ 354,000		1,901,000	1,621,500	3,522,550
6	420,000	407,000	393,000	380,000	367,000	$ 354,000	2,321,000	1,905,015	4,22 ,015
7	435,000	420,000	407,000	393,000	380,000	367,000	2,402,000	1,823,780	4,225,780
8	450,000	435,000	420,000	407,000	393,000	380,000	2,485,000	1,739,710	4,224,710
9	466,000	450,000	435,000	420,000	407,000	393,000	2,571,000	1,652,735	4,223,735
10	482,000	466,000	450,000	435,000	420,000	407,000	2,660,000	1,562,750	4,222,750
11	499,000	482,000	466,000	450,000	435,000	420,000	2,752,000	1,469,650	4,221,650
12	516,000	499,000	482,000	466,000	450,000	435,000	2,848,000	1,373,330	4,221,330
13	534,000	516,000	499,000	482,000	466,000	450,000	2,947,000	1,273,650	4,220,650
14	553,000	534,000	516,000	499,000	482,000	466,000	3,050,000	1,170,505	4,220,505
15	572,000	553,000	534,000	516,000	499,000	482,000	3,156,000	1,063,755	4,219,755
16	592,000	572,000	553,000	534,000	516,000	499,000	3,266,000	953,295	4,219,295
17	613,000	592,000	572,000	553,000	534,000	516,000	3,380,000	838,985	4,218,985
18	634,000	613,000	592,000	572,000	553,000	534,000	3,498,000	720,685	4,218,685
19	655,000	634,000	613,000	592,000	572,000	553,000	3,619,000	598,255	4,217,255
20	678,000	655,000	634,000	613,000	592,000	572,000	3,744,000	471,590	4,215,590
21		678,000	655,000	634,000	613,000	592,000	3,172,000	340,550	3,512,550
22			678,000	655,000	634,000	613,000	2,580,000	229,530	2,809,530
23				678,000	655,000	631,000	1,967,000	139,230	2,106,230
24					678,000	655,000	1,333,000	70,385	1,403,385
25						678,000	678,000	23,730	701,730
	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$60,000,000	$24,416,490	$84,416,490

Hotel Sherman

Randolph Street *at* Clark

and

Fort Dearborn Hotel

La Salle Street *at* Van Buren

Chicago

Believe in Good Roads

We have a large staff of highly trained students of investment always at your disposal. We suggest that you discuss your financial affairs with them.

John Burnham & Co. Chicago

41 South La Salle Street



Burdick's Road Signs

Vitreous Porcelain Enamel

Are the best road markers. They will never fade or tarnish. Are made in all colors and is the most economical, attractive and durable sign on the market. *Write for circular.*

The Burdick Enamel Sign Co.

11th Floor Consumers Bldg. CHICAGO, ILL.

BOND TABLE, $60,000,000

Proposed State Highway Bond Issue Showing $10,000,000 Issued Each Year for Six Years During Construction, with Principal Payments Fixed at $500,000 per Issue Each Year

Year	Maturities 1st Issue	Maturities 2d Issue	Maturities 3d Issue	Maturities 4th Issue	Maturities 5th Issue	Maturities 6th Issue	Combined annual maturities	Total annual interest 3½ per cent	Total annual payment
1	$ 500,000						$ 500,000	$ 350,000	$ 850,000
2	500,000	$ 500,000					1,000,000	682,500	1,682,500
3	500,000	500,000	$ 500,000				1,500,000	997,500	2,497,500
4	500,000	500,000	500,000	$ 500,000			2,000,000	1,295,000	3,295,000
5	500,000	500,000	500,000	500,000	$ 500,000		2,500,000	1,575,000	4,075,000
6	500,000	500,000	500,000	500,000	500,000	$ 500,000	3,000,000	1,837,500	4,837,500
7	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	1,732,500	4,732,500
8	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	1,627,500	4,627,500
9	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	1,522,500	4,522,500
10	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	1,417,500	4,417,500
11	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	1,312,500	4,312,500
12	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	1,207,500	4,207,500
13	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	1,102,500	4,102,500
14	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	997,500	3,997,500
15	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	892,500	3,892,500
16	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	787,500	3,787,500
17	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	682,500	3,682,500
18	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	577,500	3,577,500
19	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	472,500	3,472,500
20	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	367,500	3,367,500
21		500,000	500,000	500,000	500,000	500,000	2,500,000	262,500	2,762,500
22			500,000	500,000	500,000	500,000	2,000,000	175,000	2,175,000
23				500,000	500,000	500,000	1,500,000	105,000	1,605,000
24					500,000	500,000	1,000,000	52,500	1,052,500
25						500,000	500,000	17,500	517,500
	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$60,000,000	$22,050,000	$82,050,000

Average Payment Over 25-Year Period

Principal	$2,400,000
Interest	882,000
Total	$3,282,000

Motor Fees Collected

	Number of Autos	Fees
1911	38,269	$ 105,344.28
1912	68,012	375,716.22
1913	94,646	507,134.77
1914	131,140	703,403.70
1915	180,832	924,905.74
1916	248,429	1,236,566.35
1917	340,252	1,588,834.69
1918	389,761	2,762,574.03
1919 (To April 1)	286,300	2,097,465.41

Annual Fees Prior to 1918

10 horse power and less	$ 3.00
25 horse power and more than 10 horse power	4.00
35 horse power and more than 25 horse power	6.00
50 horse power and more than 35 horse power	8.00
More than 50 horse power	10.00
Electric motor vehicles of 2 tons capacity and less	5.00
Electric motor vehicles of over 2 tons capacity	10.00

Registration Fees for Motor Vehicles Showing Rates Effective in 1918-1919 and 1920

	1918	1919	1920
10 H. P. and less	$ 4.50	$ 4.50	$ 6.00
25 H. P. and more than 10	6.00	6.00	8.00
35 H. P. and more than 25	9.00	9.00	12.00
50 H. P. and more than 35	16.00	16.00	20.00
More than 50 H. P.	20.00	20.00	25.00
Motor bicycle	3.00	3.00	4.00
Electric vehicles to and including 2 tons	10.00	10.00	12.00
Electric vehicles over 2 tons	20.00	20.00	25.00

Conservative Loans
on City Real Estate
Choice Farm Loans

Chiefly on the black lands
of Illinois, Iowa, Idaho and
Montana

Paying 5% to 6% Interest

Amounts to suit any investor

Applications for city and farm loans solicited

This bank accepts and executes trusts
in all capacities



The PEOPLES TRUST and SAVINGS BANK
OF CHICAGO

"Opposite the Lions" on Michigan Boulevard

What the Labor Unions Did

Among Most Effective Good Roads Boosters

LABOR unions were among the most effective agencies that worked in behalf of the bond issue. From the earliest years of the movement leaders of organized labor were firm believers in good roads and assisted in furthering the cause whereon they were called on. In the bond issue campaign they joined hands with the motorists, farmers and business men and took a leading part, carrying on their own campaign in cooperation with the Illinois Highway Improvement Association.

The Illinois State Federation of Labor, the Chicago Federation of Labor, the Chicago Building Trades Council, State Miners Association, and other parent organizations took the leadership.

In the last six weeks of the campaign Gov. Lowden amplified an earlier statement he had made and declared that about $30,000,000 of the $60,000,000 involved in the bond issue would go to labor.

This statement brought this enlargement from Barney Cohen, Illinois State Director of Labor, and a prominent union man:

"From the most careful estimates by men familiar with road building, it can be surely asserted that of the $60,000,000 coming from the proceeds of automobile licenses that at least one-half, or $30,000,000 *will be paid to labor* for its work in building these roads.

"Even though a working man does not himself do any work on this enterprise, yet he will be favorably affected by it, for he will not be subjected to the competition of those who will be employed. Workers at skilled trades will be better enabled to maintain the present prices for their services if the State is employing $30,000,000 worth of labor on a State enterprise. With workmen drawing this sum, not only will a vast working force be withdrawn from competitive industry, but the *distribution of this vast sum among the workers* will tend to render stable all industrial enterprises.

"Distribute $30,000,000 among those workers who will be actively employed in the enterprise, and this sum will be re-distributed among other workers to pay for everything that labor produces."



ROBERT W. DUNN

Mr. Dunn took up the good roads burden in 1913 as chairman of the good roads committee of the Hamilton Club of Chicago. He was on the advisory board of the Illinois Highway Improvement association until 1917 when he was elected secretary. He also has been a director of the Associated Roads Organization of Chicago and Cook County. A successful and busy Chicago lawyer, Mr. Dunn has donated his legal services to the association in litigation connected with county and state good roads bond issues. Being a forceful speaker, he was in great demand as an orator during the $60,000,000 bond issue campaign.

Mr. Cohen's statement and the indorsement of union labor bodies, were published in a pamphlet entitled, "Labor's Interest in Good Roads in Illinois."



GOOD BONDS
for
GOOD ROADS

National Surety Company
(The World's Largest Surety Company)

Executes Bonds for Road Contractors

JOYCE & COMPANY INC.
General Agents

CHAS. H. BURRAS, President
W. HERBERT STEWART, Vice President JOHN McKECHNEY, Vice President
EMIL L. LEDERER, Secretary

THE ROOKERY CHICAGO, ILL.

Largest Surety Bond Agency in the World

MINERS' FEDERATION INDORSES IT

The state convention of the Illinois Federation of Miners adopted the following indorsement:

"Whereas, The Illinois Legislature has submitted to the voters of Illinois for their consideration at the General Election in November next an important question that requires a majority of all the votes cast at said election for adoption, and

"Whereas, This proposition is of such interest that we as miners, members of the Illinois Federation of Miners in Convention assembled at Peoria, recognizing the general good to result from an improved system of hard-surfaced highways, desire to express our approval.

"Therefore be it resolved, That we give hearty endorsement to the proposed $60,000,000 good road Bond Issue, with the understanding that the funds to pay both the principal and the interest on the Bond are to be secured from State Motor Vehicle License fees as provided for in the enabling act passed by the 50th General Assembly."

CHICAGO FEDERATION AND CAR MEN

The Chicago Federation of Labor and Typographical Union No. 16 of Chicago, adopted this resolution.

"Resolved, That we give hearty indorsement to the proposed $60,000,000 bond issue, with the understanding that the funds to pay both the principal and the interest on the bonds are to be secured from the state motor vehicle license fees * * * and with the further understanding that no effort will be made to sell the bonds or to build the roads until after we win the war."

The Chicago Street Car Men's Union adopted this indorsement:

"Whereas, The proposed $60,000,000 Good Roads Bond Issue, which the Illinois Legislature has submitted to the voters of Illinois in the coming November election, will result in great advantages to the people of Illinois generally if endorsed by the voters, and

"Whereas, The funds to pay both the principal and interest on the bonds are to be secured from State motor vehicle license fees, the bonds to be marketed and the work to commence after the close of the war, giving a return to labor of more than $30,000,000 in construction work, while the total cost will be borne by those who own automobiles, the funds coming from the motor license fees solely, and

"Whereas, The passage of this bond issue would not only prove advantageous to labor, but to the citizens of Illinois as a whole, therefore be it

"Resolved, That Division 241 of the Amalgamated Association of Street and Electric Railway Employes of America endorse this proposition and urge upon our members the necessity of voting for it at the November election, a majority of all votes cast at this election being required for its adoption."

Other labor bodies that actively assisted were:

Division No. 1, Order of Railway Conductors; Brotherhood of Threshermen; Quincy Trades and Labor Assembly; W. M. Hobbs, Lodge No. 4, P. H. Morrissey Lodge No. 62, At Last Lodge No. 456 and Columbia Lodge No. 479, Brotherhood of Railroad Trainmen; Jack Christie Division No. 231, John Player Division No. 458 and No. 645, Brotherhood of Locomotive Engineers; Lodge No. 217, Brotherhood of the Locomotive Firemen and Enginemen; Springfield Federation of Labor; Bricklayers and Stone Masons Union of Chicago; Central Trades and Labor Assembly of Bloomington; and Garden City Branch No. 11, Chicago Letter Carriers' Association.

The heavy vote that the bond issue received in the wards of Chicago, Peoria and other cities where workingmen lived was attributed to the active support given by the labor unions.

Use Our Experience in Making Your Investments

WE have been buying and selling securities for a good many years. Our experts base their judgment of value upon investigated facts. They have the experience and the facilities for gathering fundamental data.

In this bank investors obtain real service and a personal attention, which aims to assist each customer in making investments best suited to individual needs.

Safety, courtesy and reliable information are the features we emphasize in seeking the patronage of those who make investments—large or small.

BOND DEPARTMENT



THE NORTHERN TRUST CO.-BANK

Capital & Surplus $5,000,000

N.W. Cor. La Salle & Monroe Streets.

What the Farmers Did

Why the Agriculturist was For the Bond Issue

THE agricultural interests, with few exceptions, did yeoman service in the bond issue campaign. The Illinois Farmers Institute, with its branches in each county; the Corn Growers and Stockmen; the State Dairymen's Association; the Agricultural Association of Illinois; the Cook County Truck Gardeners and Farmers Association; the stock growers and breeders, the county farm advisers, the Rural Mail Carriers' Association, the State Grain Dealers Association and kindred organizations were back of the bond issue with their full memberships.

Boards of supervisors of nearly all the counties of the state, composed largely of farmers, and the convention of supervisors, county commissioners, county clerks, probate clerks and county auditors indorsed the issue and worked for it.

A typical resolution of indorsement was that passed by the State Dairymen's Association. It follows:

"Whereas, This method appears the only satisfactory one to construct a reasonably complete system within the space of an ordinary lifetime; and

"Whereas, There is no modern movement of such vital interest to all agriculturists and to dairymen in particular as the easy transportation of our products to market; therefore be it

"Resolved, That this association heartily indorse the proposition to issue state bonds for the purpose of building hard roads."

DISTRIBUTE 1,000,000 PAMPHLETS

The organizations named above were instrumental in circulating nearly 1,000,000 pamphlets entitled "365-Day Roads," written by B. F. Harris, banker-farmer of Champaign, and "The Sixty Million Dollar Bond Issue from the Farmer's Standpoint," written by H. M. Dunlap of Savoy, farmer-horticulturist and a member of the Illinois senate.

Part of Mr. Dunlap's paper follows:

"Now as to the man who does not own an automobile. You will have a harder time to convince him, for the reason that you are telling him that he is getting something for nothing. I do not know whether you know the mind of the average farmer as I do, or of the average man, for that matter, but when you approach the average man and tell him you are going to give him something for nothing, he naturally grows suspicious; so you are going to have more trouble convincing the man without the automobile that he should vote for the bond issue than the one with the automobile. He must be satisfied that this is what it purports to be—a case where the automobile owner pays the bill.

"The ordinary farmer should look at this matter of hard surfaced roads from an unbiased standpoint, and see that it is to his advantage, whether he owns an automobile or not. One of the advantages is 'economy.' He will save one-half in hauling his crops to the market. His teams will haul heavier loads, they will make the trip in a much shorter space of time, and the general expense of wear and tear upon his team will be less. These are the things that come home to the farmer in an economic way. When these roads are built, the farmers are going to do more of the hauling with trucks, and a farmer should look forward to that side of the question. I refer to a little experience in hauling my crops from the orchard to Champaign. Over the dirt road system a few years ago, I had a 3-ton truck with a trailer behind it, with which we hauled 60 barrels of apples. These sixty barrels weighed 160 pounds each. We made three trips daily to town. If we made a fourth trip, we had to go beyond the limit of

OFFICERS

ERNEST A. HAMILL, PRESIDENT
CHARLES L. HUTCHINSON, VICE-PRES.
D. A. MOULTON, VICE-PRESIDENT
OWEN T. REEVES, JR., VICE-PRESIDENT
J. EDWARD MAASS, VICE-PRESIDENT
NORMAN J. FORD, VICE-PRESIDENT
JAMES G. WAKEFIELD, CASHIER
LEWIS E. GARY, ASS'T CASHIER
EDWARD F. SCHOENECK, ASS'T CASH.
JAMES A. WALKER, ASS'T CASHIER
CHARLES NOVAK, ASS'T CASHIER
JOSEPH C. ROVENSKY, ASS'T CASH.

DIRECTORS

WATSON F. BLAIR
CHAUNCEY B. BORLAND
EDWARD B. BUTLER
BENJAMIN CARPENTER
CLYDE M. CARR
ERNEST A. HAMILL, PRESIDENT
CHARLES H. HULBURD
CHARLES L. HUTCHINSON, VICE-PRES.
MARTIN A. RYERSON
J. HARRY SELZ
EDWARD A. SHEDD
ROBERT J. THORNE
CHARLES H. WACKER

SAVINGS DEPARTMENT

JAMES K. CALHOUN, MANAGER
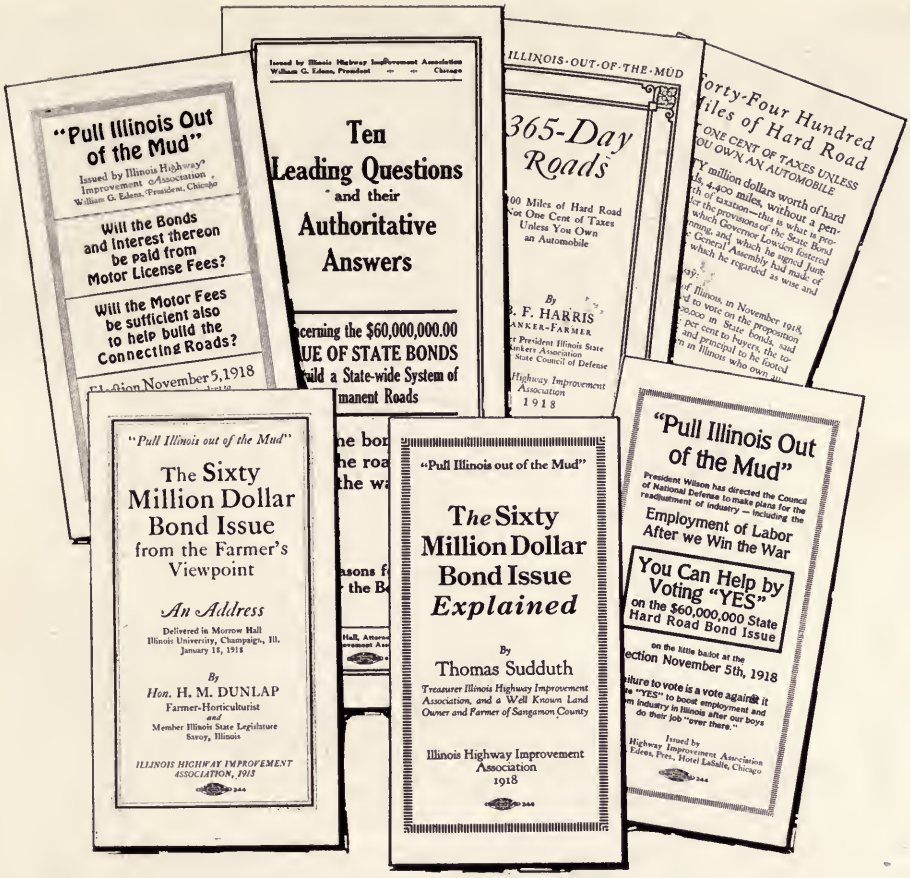


CORN EXCHANGE BANK BUILDING

Capital and Surplus
$10,000,000

The Corn Exchange National Bank *of* Chicago

Accounts of Individuals, Firms and Corporations Invited



Samples of Pamphlets Widely Distributed During the Campaign. County Committees Were Allowed to Pick the Circulars Best Fitted to Their Constituencies.

ten hours. Since these hard roads were completed down to my farm, we have been hauling with that same truck and trailer 85 barrels instead of 60. Instead of making three trips per day, we made five. Such facts as that ought to appeal to the farmer who has crops to haul. While I have not figured the exact amount of that saving in dollars and cents, you can see that it is very considerable. It is over 100 per cent, and then some.

"Not only would these roads be a benefit to the farmer from an economic standpoint, but they are of great value to him from an educational and social standpoint. If we ever have these roads, there will be an improved system of schools in the country —especially outside of the city—over what there is today. The little red school house with a dozen scholars (I think there are some 800 in the State with less than eight scholars) as well as the larger ones, will be consolidated into community schools, and these schools being community schools made from consolidated districts will be stronger, and with the better corps of teachers you will be able to get will be much better. Your expense of running the school will be lessened or at least not increased, and there will result a greatly increased value in the training that your children will get in those schools. The community school would be worth many wonderful things to the neighborhood in which it is located, and I take it that our high schools now in considerable disrepute over the State will be modified into community schools. At the same time they will teach the grade as well as the high school studies, and become centers for the community, as they should be. When these things come about—and nothing will bring them about quicker than good roads—the community will certainly experience a definite and striking advance in education.



The Moraine Hotel : Highland Park, Illinois

On Sheridan Road. 25 miles from Chicago SERVICE A LA CARTE

When visiting Fort Sheridan or Great Lakes Naval Training Station, this is the place to stop for Luncheon or Dinner. TELEPHONE HIGHLAND PARK 500 R. W. LARKE, MANAGER

PRINTING FOR THE BUSINESSMAN

The Ryan & Hart Co.

324-326 Federal Street

CHICAGO

Phone
Wabash 488 Private Exchange All Depts.

John M. Ryan	Geo. H. Hart	Elmer E. Buchan
President	Vice-Pres.	Secretary

The A. C. Loomis Company

Incorporated

BUILDERS OF

State Roads and City Pavements

MATTOON ILLINOIS

Advertising Cloth Signs and Banners

Advertising Felt, Paper or Cloth Pennants

Advertising Celluloid, Paper or Metal Buttons

All Kinds Ribbon and Celluloid Badges

Geraghty & Co.

3035 West Lake Street
Chicago, Illinois

We furnished the signs that helped "Pull Illinois Out of the Mud"

THE ESSENTIAL SIDE OF IT TO THE FARMER

"If there is anything that will tend to keep the young people on the farm, and that will make the life of the older ones living upon the farms more enjoyable, it is better roads and automobiles. Now I can say from experience that every farmer who lives upon a farm can appreciate that fact. It will do away in some measure with the line of demarkation between the city and the country. It will make the farmer more self-respecting. He will take a more active part in the social affairs of his neighborhood, which should include the city as well as the country. The city people will mingle with the country people more in their social affairs than has been done in the past. With dirt roads, it is impossible to make an appointment in the city in advance without taking the weather into consideration, unless you are living upon a hard road. In the earlier days, speaking about social affairs, it was almost impossible to think of buying tickets for an entertainment of any kind in advance because we did not know that we would be able to attend when it came off.

"I was on the road and bridge committee of our county board some twenty-five years ago, and we had occasion to inspect a bridge which was being constructed in this county. We took the train to Rantoul and drove to Fisher, a distance of ten miles, in a two-seated buggy. We had not gone very far when two of us had to get out and walk—while the third, with the driver, stayed in the buggy—and punched mud out of the spokes of the wheels in order that the team could pull the rig. Two of us walked two-thirds of the way, changing off in punching mud in order to get there. That is the kind of roads we have been up against in this county. Better roads, as proposed by this system, will enable us to get over the county readily, and over the State as well. Five thousand miles of roads will make us happy.

"When the farmer says that these roads do not pass his farm, and he is not interested, he is mistaken. If he will stop to think a moment, he will know that he is interested. If he wants to go 50, 100, 200 or more miles away from home, all he has to do is to drive to the nearest hard road, not more than five miles away, and on this improved road he can go any place in the State, and this is not all: These roads can afterward be connected up—they are the skeleton, and if a progressive community desires to have roads connecting with this State road system, there is a good opportunity to secure them by showing the right amount of activity in their local community. The million dollars that have been provided heretofore by the State, and met by similar appropriations from the counties, will put in some of these connecting or local roads each year as time goes along, and if a county gets in a hurry and wants to do this thing right, it will issue bonds and build the connecting local roads within a year or two, so that they have the advantage of local county roads and are connected up with the entire system of State roads. So it seems the farmer has everything that would interest him in a proposition of this kind, as the farmers own automobiles more than the city people—it would seem that at least 75 per cent of the farmers own automobiles, because less than 15 per cent of the vehicles that go by my place are drawn by horses. We are coming to the time when you don't have to talk to the farmer as a class on this bond issue. The only thing is that he shall understand that the money will be paid in the way it is. This money has been provided for by a law already enacted. The automobile fee has been levied.

"Now the question is: 'Do you want to keep on building these roads year by year as the money is paid in, a few miles in each county at a time, going over a period of 25 years, or do you want to build them all within the short period of five years, as provided by the bond issue?'

"When this proposition of a State-wide and State-controlled system of hard roads was first called to my attention at the Danville Convention a year ago, Mr. Edens, your President, will tell you that I did not fall in with it at once. I was not sure that was the best way to build these roads. I said I would investigate, and I have done so. When the matter came up in the Legislature, I made up my mind that there are objections to the present system of State and county aid roads that were not conducive to the best results when it came to a comprehensive State-wide system of roads. In the first place, under present law, the character of the road is left to the board of supervisors to determine. They lay out the roads subject to the approval of the Highway Commission, so that you have practically 102 different ideas on road building, because each county has its own ideas, and perhaps each member on the county board has an individual idea. Some of the counties will want to use the money in one way and some in another, and it would take a long time to get a complete system of State roads. I came to the conclusion, and I certainly feel that the Legislature did a very wise thing in passing this bond issue proposition, because it gives us the opportunity to determine next November that we shall build these roads within a certain specified period—within five years, no doubt, which time will be limited instead of spreading it over a period of 25

PAIGE

The Most Serviceable Truck in America

MOTOR TRUCKS

1½ ton 2 ton 3½ ton 5 ton

BIRD-SYKES COMPANY

Middle West Distributors

2215 South Michigan Avenue CHICAGO, ILL.



HERE is no delay, confusion or regret when your Printing Orders are sent to

W. P. Dunn Company

Printers of
Catalogs, Booklets, Mailing Folders, &c.

725 South La Salle St. Chicago
TELEPHONE HARRISON 7239

Albion Shale Brick Co.

Albion Illinois

Manufacturers of the Famous

ALBION Shale Blocks

also

Rough Texture, Face and Common Builders

years and leaving it to the option of the county boards. You must have a head to these things—some sort of system."

The farmers provided some of the most effective speakers of the campaign. Among these were August Geweke of Morton Grove and James Wilson, former member of the state highway commission.

"PULL ILLINOIS OUT OF THE MUD"

Illinois Highway Improvement Association

OUR PLATFORM **1** A State Bond Issue of $60,000,000 to be voted for at the General Election in November, 1918, as authorized by the Fiftieth General Assembly, for the purpose of constructing a State Wide System of permanent hard roads to connect the different communities and principal cities and towns of the State. **2** Funds for the payment of the bonds and the interest thereon to be taken from State Automobile License Fees now being accumulated by the State of Illinois for this purpose. **3** Authorize issuance of these bonds now and build the roads after the war, when public improvements will give timely employment to labor.

Association Headquarters, Chicago · Miss Laura K. Kennedy, Asst. Secretary in Charge · Suite 313 and 314 Hotel LaSalle

Honor Award

To Hon. Frank O. Lowden

For co-operation of high merit in the successful campaign for approval by the people of Illinois of the $60,000,000 State Good Roads Bond Issue, 1918

By order of the Executive Committee

ILLINOIS HIGHWAY IMPROVEMENT ASSOCIATION — Pull Illinois out of the Mud — 1918

WILLIAM G. EDENS, *President*
S. E. BRADT, *State Supt. of Highways*
ROBERT W. DUNN, *Secretary*
HENRY PAULMAN, *Chairman Finance Committee*
THOMAS SUDDUTH, *Treasurer*
CLIFFORD S. OLDER, *State Highway Engineer*

OFFICERS 1917-1918

President—WILLIAM O. EDENS, 125 W. Monroe St., Chicago.
Vice-Presidents—
RICHARD J. FINNEGAN, Chicago
JOHN A. LOGAN, Elgin
C. A. KILES, Champaign
W. F. CROSLEY, Cairo.
ARTHUR R. HALL, Danville
Treasurer—
THOMAS SUDDUTH, Springfield
Secretary and General Counsel—
ROBERT W. DUNN, 10 South La Salle St., Chicago

EXECUTIVE COMMITTEE

WILLIAM O. EDENS, Chicago
SAMUEL E. BRADT, De Kalb
Hon. RICHARD B. MEENTS, Ashkum
Hon. HOMER J. TICE, Greenview
J. W. BIRKTON, Gridley
HENRY PAULMAN, Chicago
RICHARD J. J. FINNEGAN, Chicago
Mrs. FRANK O. LOWDEN, Springfield
Mrs. RICHARD J. OGLESBY, Elkhart
Mrs. CHARLES C. CRAIG, Galesburg
Mrs. JACOB RAUH, Chicago
VICTOR A. OLANDER, Chicago

HONORARY VICE-PRESIDENTS

Ex-Governor EDWARD F. DUNNE, Chicago
Dr. EDMUND J. JAMES, Urbana-Champaign
LAFAYETTE FUNK, Bloomington
JOSEPH FULKERSON, Jerseyville
JAMES F. WILSON, Polo
A. D. OASH, Ottawa

DIRECTORS

W. E. HULL, Peoria
L. H. BISSELL, Effingham
EUGENE FUNK, Bloomington
E. W. HILKER, Granite City
FRED W. JENCKS, Elgin
HENRY PAULMAN, Chicago
E. D. LANDWEHR, Shermerville
Dr. W. E. TAYLOR, Moline
O. M. JONES, Danville
C. H. WAY, East St. Louis
Col. E. A. SMITH, Morrison
W. P. GRAHAM, Rochelle
F. W. CUSHING, Highland Park
H. G. WRIGHT, De Kalb
AUGUST GEWEKE, Des Plaines

PUBLICITY COMMITTEE

RICHARD J. FINNEGAN, Chicago
S. E. BRADT, De Kalb
A. J. BILL, Bloomington
W. R. GOODWIN, Chicago
DARWIN HATCH, Chicago
C. V. GREGORY, Chicago
ARTHUR PAGE, Chicago
VERNE JOY, Centralia
A. T. SHIVEY, East St. Louis
CHAS. R. MEAD, Geneva
L. B. MURRY, Mason
H. L. WILLIAMSON, Springfield
LOUIS H. MINER, Springfield
J. D. STEARN, Springfield
S. LEIGH CALL, Springfield
Hon. THOS. REES, Springfield
A. U. BARCO, Edwardsville
WILSON SMITH, Waverly
E. D. REIBD, Bluffs
W. E. CARPENTER, Lincoln
Col. J. M. PAGE, Jerseyville
D. E. KEEN, Mt. Carmel

ORGANIZATION COMMITTEE

Hon. RICHARD B. MEENTS, Ashkum
ARTHUR R. HALL, Danville
W. E. HULL, Peoria
W. E. CROSLEY, Cairo
Hon. L. L. EMMERSON, Mt. Vernon
WILLIAM G. EDENS, Chicago
J. W. BIRKTON, Gridley
H. E. YOUNG, Springfield
GEORGE WHITTEN, Granite City
J. E. DUFFIELD, Chicago
Mrs. W. S. DILLON, Danville

FINANCE COMMITTEE

HENRY PAULMAN, Chicago
F. W. CUSHING, Highland Park
WM. SUTTERWORTH, Moline
Col. E. A. SMITH, Morrison
W. O. HIBBARD, Jr., Chicago
Hon. ELMO FRANKLIN, Lexington
Mrs. H. J. SCONCE, Slodi
U. O. OHRENDORFF, Canton

SPEAKERS' COMMITTEE

Hon. HOMER J. TICE, Greenview
Dr. EDMUND J. JAMES, Urbana-Champaign
ERNEST BYFIELD, Chicago
G. M. JONES, Danville
J. D. PHILLIPS, Green Valley
E. W. HILKER, Granite City
Mrs. H. M. DUNLAP, Savoy
HARRY NEWMAN, Chicago

TRAILS COMMITTEE

Dr. I. A. LUMPKIN, Mattoon
H. C. WILHITE, Alton
MALCOLM MACRINNON, Rockford
Col. GEORGE D. ROPER, Rockford
JOSEPH C. SEYSTER, Oregon
J. W. CONKLING, De Kalb
O. W. HUGHES, Hume
W. S. McCLINTOCK, Galva

344

THESE HONOR AWARDS WERE GIVEN TO ACTIVE WORKERS IN THE $60,000,000 CAMPAIGN

United States Depositary



Capital & Surplus $4,000,000

THIS Bank offers a particularly attractive correspondent service to outside banks, and is especially interested in extending its connections with banking institutions desiring to avail themselves of our broad facilities in all departments of the banking business.

[*Write us for proofs and details of our monthly advertising service for the free use of correspondent banks*]

OFFICERS:

WILLIAM A. TILDEN, President

HENRY R. KENT, Vice-President
JOHN FLETCHER, Vice-President
GEORGE H. WILSON, Vice-President
MARCUS JACOBOWSKY, Vice-President
CHARLES FERNALD, Vice-President
E. C. TUBBS, Vice-President
WM. L. McKEE, Vice-President
WM. W. LE GROS, Cashier
CHAS. L. BOYE, Asst. Cashier
ROBT. J. McKAY, Asst. Cashier
WM. E. McLALLEN, Asst. Cashier
WM. J. FICKINGER, Asst. Cashier

EDWARD R. HEINZ, Asst. Cashier and Manager Foreign Exchange Dept.

Fort Dearborn National Bank

Monroe at Clark St. Chicago

What Business Men Did

Commercial Clubs Were Leaders

THE commercial organizations of the state were tireless in their efforts during the campaign. The Illinois Bankers Association, the Chicago Association of Commerce, the Illinois Manufacturers Association, the Illinois Retail Clothiers Association, the Illinois Hotel Men's Association and other state bodies were among the most active in soliciting the interest of their own members and other business men, as well as their clerks and other employes. The chambers of commerce and commercial associations of practically every city in the state were influential in their communities.

The Women's Clubs

The Illinois Federation of Women's Clubs was a pioneer among the good roads organizations of Illinois. When the campaign started in 1912, Mrs. Fred W. Blocki of Chicago was chairman of the conservation department of the federation, under which the good roads committee was grouped. Through her efforts the association became a vital force in the movement. Mrs. H. M. Dunlap of Savoy gave a great deal of her time to the work, being in demand as a speaker. Various individual women's clubs of the state indorsed the bond issue after it had received the approval of the state association at its annual convention, and their members were active in soliciting votes. Under the constitution the women voters of the state could not vote on the proposition in the election, but the women proved to be among the most effective campaigners.

The "Movies"

Moving picture theater men of the state threw open their houses to the good roads film entitled: "Thru Illinois: Over Unchanged Roads in a World of Change."

This film was booked through the Chicago office of the association and was in greater demand than the supply until the influenza epidemic closed the theaters. The theater owners and their machine operators are entitled to credit for their cooperation.

Miscellaneous Organizations

The Illinois State Medical Society and the Chicago Medical Society, the Illinois Bar Association, the Illinois Gas Association, ministers' associations of various denominations and other miscellaneous organizations indorsed the bond issue and assisted in its approval at the polls.



JOHN DEERE
Moline, Illinois

Where the Majority Came From

Vote on State Wide System of Hard Roads

Counties	Highest legislative vote	Yes	No	Constitutional majority	Majority on proposition
Adams	8,348	6,805	2,151	2,631	4,654
Alexander	3,411	3,122	72	1,416½	3,050
Bond	2,707	2,046	383	692½	1,663
Boone	2,280	1,814	470	674	1,344
Brown	1,161	926	559	345½	367
Bureau	6,553	4,498	874	1,221½	3,624
Calhoun	1,254	958	153	331	805
Carroll	2,665	2,245	258	912½	1,987
Cass	3,375	2,322	375	634½	1,947
Champaign	8,428	6,542	1,513	2,328	5,029
Christian	6,053	4,307	1,491	1,280½	2,816
Clark	4,751	3,300	746	924½	2,554
Clay	3,429	2,001	454	286½	1,547
Clinton	3,472	2,991	465	1,255	2,526
Coles	6,474	4,967	1,206	1,730	3,761
Cook (see below)					
Crawford	4,588	3,871	664	1,577	3,207
Cumberland	2,805	2,081	459	678½	1,622
DeKalb	4,730	4,243	472	1,878	3,771
DeWitt	3,829	1,587	1,327	* 327½	260
Douglas	3,251	2,716	445	1,090½	2,271
DuPage	5,810	5,048	355	2,143	4,693
Edgar	6,011	4,628	778	1,622½	3,850
Edwards	1,922	1,551	238	590	1,313
Effiingham	3,347	1,938	694	264½	1,244
Fayette	4,586	3,322	1,078	1,029	2,244
Ford	2,694	2,099	262	752	1,837
Franklin	6,116	4,642	1,003	1,584	3,639
Fulton	7,837	5,619	1,212	1,700½	4,407
Gallatin	2,045	1,927	131	904½	1,796
Greene	3,461	2,332	647	601½	1,685
Grundy	2,834	2,513	242	1,096	2,271
Hamilton	3,081	1,492	627	* 48½	865
Hancock	5,744	3,970	1,770	1,098	2,200
Hardin	1,288	916	158	272	758
Henderson	1,749	1,046	451	171	595
Henry	7,009	5,605	946	2,100½	4,659
Iroquois	5,231	4,224	1,007	1,608½	3,217
Jackson	6,210	3,730	641	625	3,089
Jasper	3,258	1,661	1,017	32	644
Jefferson	5,352	2,981	963	305	2,018
Jersey	2,196	1,856	298	758	1,558
Jo Daviess	4,122	3,301	584	1,240	2,717
Johnson	2,173	1,470	260	383½	1,210
Kane	13,694	10,482	1,375	3,635	9,107
Kankakee	5,467	5,348	554	2,614½	4,794
Kendall	1,698	1,532	90	683	1,442
Knox	7,251	4,853	1,278	1,227½	3,575
Lake	7,000	6,568	587	3,068	5,981
La Salle	15,878	11,454	1,070	3,515	10,384

MEMBERS NEW YORK, BOSTON, CHICAGO
STOCK EXCHANGES

HORNBLOWER & WEEKS

Bankers and Brokers

37 South La Salle Street
Chicago

NEW YORK BOSTON DETROIT

"Chicago Pneumatic" Products

include

Pneumatic Tools
Air Compressors
Vacuum Pumps
Electric Drills, Oil
Gas & Steam Engines
Rock Drills

Write for Bulletins

Chicago Pneumatic Tool Company
Fisher Building
New York **Chicago** **San Francisco**
Sales offices all over the World

Counties	Highest legislative vote	Yes	No	Constitutional majority	Majority on proposition
Lawrence	3,727	3,449	358	1,585½	3,091
Lee	4,857	4,063	558	1,634½	3,505
Livingston	6,473	4,772	949	1,535½	3,823
Logan	4,893	3,036	1,065	589½	1,971
Macon	9,480	6,221	2,389	1,481	3,382
Macoupin	6,664	5,274	1,379	1,942	3,895
Madison	14,822	12,152	1,408	4,741	10,744
Marion	5,857	4,159	1,396	1,230½	2,763
Marshall	3,047	2,453	357	929	2,096
Mason	3,013	2,319	316	812½	2,003
Massac	1,947	1,234	277	260½	957
McDonough	5,298	3,484	1,316	835	2,168
McHenry	5,299	4,630	317	1,980½	4,313
McLean	10,066	7,462	2,322	2,429	5,140
Menard	2,374	1,762	349	575	1,413
Mercer	4,009	2,461	686	456½	1,775
Monroe	2,458	1,760	293	531	1,467
Montgomery	6,570	4,679	1,017	1,394	3,662
Morgan	6,357	3,644	1,788	465½	1,856
Moultrie	2,620	1,808	663	498	1,145
Ogle	5,066	4,397	449	1,864	3,948
Peoria	16,355	12,644	2,572	4,466½	10,072
Perry	4,224	2,512	626	400	1,886
Piatt	2,716	1,697	757	339	940
Pike	4,895	3,207	1,093	759½	2,114
Pope	1,579	1,176	229	386½	947
Pulaski	2,285	1,598	176	455½	1,422
Putnam	1,076	692	123	154	569
Randolph	5,144	3,159	780	587	2,479
Richland	2,971	1,966	856	480½	1,110
Rock Island	12,218	11,176	928	5,067	10,148
Saline	5,519	4,237	744	1,477½	3,493
Sangamon	17,632	13,266	3,077	4,450	10,189
Schuyler	2,655	1,832	708	504½	1,124
Scott	2,008	1,381	409	377	972
Shelby	4,639	3,179	1,415	859½	1,764
Stark	1,806	1,126	519	223	607
St. Clair	19,409	13,415	2,035	3,710½	11,380
Stephenson	6,199	4,696	1,394	1,596½	3,302
Tazewell	6,082	4,541	1,153	1,500	3,388
Union	2,955	2,297	352	819½	1,945
Vermilion	12,772	9,723	1,788	3,337	7,935
Wabash	2,560	1,852	220	572	1,632
Warren	4,482	3,337	921	1,096	2,416
Washington	3,231	2,383	412	767½	1,971
Wayne	4,221	2,289	1,173	178½	1,116
White	4,023	3,331	401	1,319½	2,930
Whiteside	5,504	4,989	423	2,237	4,566
Will	12,824	10,860	1,197	4,448	9,663
Williamson	7,342	5,125	913	1,454	4,212
Winnebago	9,817	7,535	758	2,626½	6,777
Woodford	3,137	2,158	878	589½	1,280
Total	535,805	400,048	83,535	132,145½	316,513
Cook County	363,016	261,767	70,861	80,259	190,906
Grand total	898,821	661,815	154,396	212,404½	507,419

* Defeated by vote shown.

Elston & Company

Investment Securities

39 South La Salle St.
Chicago

Telephone Randolph 6980

We are large dealers in State, County, City, School and other Municipal Bonds and specialize, particularly in County Road Bonds.

We desire to offer our services to counties contemplating the issuance of such bonds and County Officials are invited to confer with us.

We will be glad to have our attorney prepare the papers and take entire charge of all necessary legal proceedings.

The Text of the Law

State-Wide System of Hard Roads

An Act *in relation to the construction by the State of Illinois of a State-wide system of durable hard-surfaced roads upon public highways of the State and the provision of means for the payment of the cost thereof by an issue of bonds of the State of Illinois.*

Section 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That a State-wide system of durable hard-surfaced roads be constructed by the State of Illinois, as soon as practicable, upon public highways of the State along the hereinafter described routes, as near as may be, and that the State of Illinois (acting through its officers) be, and is hereby, authorized and empowered to issue and sell, and provide for the retirement of, bonds of the State of Illinois to the amount of Sixty Million Dollars ($60,000,000.00) for the purpose of providing means for the payment of the cost of the construction of said system of roads: *Provided, however,* that before this law, which hereby authorizes such debt to be contracted and levies the tax for the payment of the principal and interest of the bonds to be issued as an evidence of such debt, shall go into full force and effect it shall, at the general election in November, A. D. 1918, be submitted to the people and receive a majority of the votes cast for members of the General Assembly as such election.

§ 2. That the issuance, sale and retirement of said bonds and the construction of said State-wide system of roads and all work incidental thereto shall be under the general supervision and control of the Department of Public Works and Buildings, subject to the approval of the Governor of this State; and said Department of Public Works and Buildings is hereby authorized, empowered and directed to take whatever steps may be necessary to cause said bonds to be issued and sold and to cause said system of roads to be constructed at the earliest possible time, consistent with good business management, after this Act becomes fully operative. Said Department of Public Works and Buildings shall have power to make and shall make all final decisions, affecting the work provided for in this section, and all the rules and regulations it may deem necessary for the proper management and conduct of said work and for carrying out all of the provisions of this Act in such manner as shall be to the best interest and advantage of the people of this State. The Director of Public Works and Buildings shall make it the special duty of the Superintendent of Highways, acting under the direction, supervision and control of said director, to see that such provisions are so carried out in good faith. Said Department of Public Works and Buildings is hereby given power and authority to purchase and supply any labor, tools, machinery, supplies and materials needed for said work. All contracts



A MODEL DITCH

This illustration is from a model township highway commissioner's report made by Commissioner H. H. Sherer, of Glencoe, New Trier Township.

Supreme in Responsibility

THE agencies of the American Surety Company of New York are prepared to furnish *promptly, accurately* and *without unnecessary detail* bonds as follows:

Public Officials—Federal, State, County, Municipal, Township.

Proposals and **Contracts** for Construction Work or Supplies.

Officers and **Employes** of Mercantile, Manufacturing and Financial Companies, Fraternal Organizations, etc.

Administrators, Executors, Guardians, Assignees, Receivers, Trustees, etc.

Appeal, Injunction, Attachment, Replevin, Security for Costs, etc.

Bank Depository Bonds.

License Bonds—Plumbers, Sewer Tappers, Cigar Makers, etc.

Lost Securities—Checks, Drafts, Notes, Certificates of Deposit, Life Insurance Policies, etc.

Notaries Public.

Burglary—Protecting Pay Rolls, Moneys between Bank, Office, Store, Factory or points of distribution, Policies furnished on Safes, Banks, Residence, etc.

Foreign Department—We have facilities for the execution of bonds anywhere in the World. Inquiries and demands promptly responded to.

Branch Office—
American Surety Company of New York
208 South La Salle Street
Chicago

Unsurpassed in Service

let for the construction of said work shall be let to the lowest responsible bidder, or bidders, and all of said State bonds shall be sold to the highest and best bidder, or bidders, by said Department of Public Works and Buildings, on such terms and conditions, and on open competitive bidding after public advertisement in such manner and for such times, as may be prescribed by said Department of Public Works and Buildings, subject to the approval of the Department of Finance. Successful bidders for the construction of said work shall enter into contracts furnished and prescribed by said Department of Public Works and Buildings and shall give good and sufficient bonds to insure the proper and prompt completion of said work in strict accordance with the provisions of said contracts.

§ 3. That for the purpose of carrying out the provisions of this Act said sum of Sixty Million Dollars ($60,000,000.00) to be derived from the sale of said bonds, be, and is hereby, appropriated to said Department of Public Works and Buildings, such money to be payable out of the State Bond Road Fund, hereinafter provided for; that for the purpose of raising said sum so appropriated to carry out the provisions of this Act, said bonds of the State of Illinois to an amount not exceeding said sum of Sixty Million Dollars ($60,000,000.00) shall be issued and sold as herein provided; that said bonds shall bear interest, payable annually, from the date of their issue, at the rate of three and one-half per centum per annum, unless financial conditions make a different rate advisable, in which case said Department of Public Works and Buildings may, with the Governor's approval, issue part or all of said bonds at any other rate of interest not exceeding four per centum per annum; that said bonds shall be serial bonds and be dated, issued and sold from time to time as said road building work progresses and in such amounts as may be necessary to provide sufficient money to pay for said work and the expenses incidental thereto; and that each one of said bonds shall be made payable within twenty years from the date of its issue. Each one of said bonds shall be in the denomination of $500.00, or some multiple thereof. Said bonds shall be engraved and printed by said Department of Public Works and Buildings, under the direction of the Governor, and be signed by the Governor and attested by the Secretary of State under the seal of the State and countersigned by the State Treasurer and by the Auditor of Public Accounts. Interest coupons with lithographed fac-simile signatures of such officers, may be attached to said bonds. Said bonds may, at the request of owners, be registered with the Auditor of Public Accounts. Said bonds shall be deposited, until sold, with the State Treasurer; and when sold, the proceeds of said bonds shall be paid into the State Treasury and be kept in a separate fund which shall be known as the State Bond Road Fund.

§ 4. That all payments for work done or obligations incurred under the provisions of this Act shall be made by the State Treasurer out of said State Bond Road Fund (and said fund shall be used only for the purposes mentioned in this Act) upon warrants drawn by the Auditor of Public Accounts, based upon bills of particulars and vouchers certified by the proper official of said Department of Public Works and Buildings, having knowledge of the facts upon which such vouchers are based, and audited and approved by the Superintendent of Highways and the Director of Public Works and Buildings, and approved by the Governor, acting through the Department of Finance.

§ 5. That said Department of Public Works and Buildings shall, on or before the 1st day of February each year, make a full report to the Governor of all business transacted by said department in carrying out the provisions of this Act, during the year ending on the preceding 31st day of December. The Governor may cause the books and affairs of said department, relating to the work provided for herein, to be audited in each year.

§ 6. That each year, after this Act becomes fully operative, and until all of said bonds shall have been retired, there shall be included in and added to the tax levied for State purposes, a direct annual tax for such amount as shall be necessary and sufficient to pay the interest annually, as it shall accrue, on each and every bond issued under the provisions of this Act, and also to pay and discharge the principal of such bonds at par value, as such bonds respectively fall due; and the respective amounts of such direct annual tax are hereby appropriated for that specific purpose: *Provided, however*, that moneys in the "Road Fund" created by and under the provisions of the Motor Vehicle Law of this State, approved June 10, 1911, and all Acts amendatory thereof, shall first be appropriated and used for the purpose of paying and discharging annually the principal and interest on such bonded indebtedness then due and payable. The required rate of such direct annual tax shall be fixed each year by the officers charged by law with fixing the rate for State taxes on the valuation of real and personal property in this State subject to taxation, in accordance with the provisions of the statutes in such case: *Provided, however*, that if money from other sources of revenue has been

We sell auto supplies at prices that will save you money—You should try our methods

EVER since 1872 we've been doing business on the good old-fashioned principle of "Satisfaction or Your Money Back." We meant that literally then, and practice it literally now.

Our new 100 page book of auto supplies lists about 2500 bargains in all the fixings for cars—from bumpers to spark plug gaskets—all at prices below what the regular market offers you.

Our methods are simple; they make bargain buying safe and easy. All you do is look over our Auto Supply Bargain Book for the things you need, send us the list with your check or a money order, and it's done. The goods reach you promptly—and you've got a substantial saving out of every dollar you spend.

Many of our lines are the standard articles that everybody knows all about. If there's anything you order that doesn't satisfy you in every way—we'll return your money—without question—and any shipping costs.

There is no charge for this Auto Supply Catalog—a post card request brings it. *Why not write that card today?*

Address the house nearest you.

Montgomery Ward & Co.

Satisfaction Guaranteed or Your Money Back

CHICAGO—KANSAS CITY—FT. WORTH—PORTLAND, ORE.

appropriated and set apart for the same purpose for which said direct annual tax is hereby levied and imposed, then said officers shall, in fixing said rate of said direct annual tax, make proper allowance and reduction for any such money so appropriated and set apart from other sources of revenue. Said direct annual tax shall be, and it is hereby, levied and imposed, as herein provided, and such direct annual tax shall be assessed, levied and collected in the manner prescribed by law in the case of general State taxes, and shall be paid into the treasury of the State by the officers legally entrusted with the duty of collecting and accounting for such general State taxes: *Provided, however,* that no such direct annual tax shall be so levied for any year in which a sufficient amount of money from other sources of revenue has been appropriated and set apart to pay the interest, as it shall accrue, on said bonds for that year and also to pay and discharge the principal of any of said bonds falling due during such year.

§ 7. That said proposed state-wide system of roads shall be constructed in strict accordance with the plans, specifications, estimates of cost and contracts of said Department of Public Works and Buildings. Said Department of Public Works and Buildings shall construct upon and along said roads durable hard-surfaced roadways which will in the judgment of said Department of Public Works and Buildings and its chief highway engineer remain in good condition, with low reasonable maintenance cost, until after all of said State bonds have matured. Said hard-surfaced parts of said roads shall be constructed of sufficient widths to meet the requirements of the reasonably expected traffic thereon, such widths, except in extreme cases, to be not less than ten feet nor more than eighteen feet. *Provided,* that where the contour of the surface permits and is practicable that in making fills, excavations and gradings for and in construction of such hard-surfaced roads, the surface of the earth alongside shall be so left that vehicles may drive over same and such surface shall be of such grade that vehicles can turn on or off such hard-surfaced roads with safety and convenience. The old bridges which form parts of the present roads, shall, wherever such bridges are in proper condition, be used in said proposed system. Said Department of Public Works and Buildings shall immediately after this Act has been approved by the people and before entering into contracts for the construction of said roads, cause to be made reconnaissance surveys and maps, plans and specifications of said roads, together with approximate estimates of the cost of constructing said roads.

§ 8. That said Department of Public Works and Buildings shall divide said roads into convenient sections for construction purposes, and shall make all reasonable efforts to have the entire State-wide system of roads completed within five years after the first construction contracts therefor are awarded. The construction



CLIFFORD S. OLDER

Mr. Older has been Chief Highway Engineer of Illinois since Nov. 1, 1917. He graduated from the University of Wisconsin Engineering School in 1900 and took up railroad bridge and tunnel engineering. From 1902 to 1906 he was assistant engineer of the Chicago & Alton Railroad, in charge of maintenance and construction on the western division of that line. He entered the Illinois State Highway Department in 1906 and was chief bridge engineer when he was appointed by Gov. Lowden to his present place.

work shall, so far as practically possible, be commenced in the different sections of the State at approximately the same time and be carried on continuously until all work is completed.

§ 9. That the general location of the routes upon and along which said proposed roads are to be constructed shall be substantially as described in this section, so as to connect, with each other, the different communities and the principal cities of the State: *Provided, however,* that said Department of Public Works and Buildings shall have the right to make such minor changes in the location of said routes as may become necessary in order to carry out the provisions of this Act; and, *provided,* also, that said Department of Public Works and Buildings shall not improve hereunder, any road or part thereof which lies within

The Road to Financial Independence

It is the duty of everyone to himself to amass as large a fortune as his means permit, to protect him and his dependents when old age arrives and he becomes a non-producer.

This is possible for everyone who has the stamina, backbone and judgment to save and invest regularly a fixed sum, always re-investing the interest. As small an amount as $10 a week, thus saved and invested at 6%, amounts to $19,000 in 20 years.

You can get 6% with perfect safety and freedom from care by purchasing first mortgage serial bonds, safeguarded under the *Straus Plan*—an investment ideal for your purpose.

Investigate the *Straus Plan* and its safeguards. Call or write for our "Questionnaire for Investors," which explains our plans fully and shows how to test the safety of any investment. Ask for, ***Circular No. A-900.***

S.W. STRAUS & CO.

ESTABLISHED 1882 INCORPORATED

STRAUS BUILDING
Clark & Madison Streets
Telephone · Franklin 4646

NEW YORK ST. LOUIS MINNEAPOLIS **CHICAGO** MILWAUKEE DETROIT SAN FRANCISCO

37 Years Without Loss to Any Investor

THROUGH the alert and progressive methods employed by this bank, it has shown a healthy, substantial growth. The co-operation rendered patrons in the development of their business and the advisory capacity in which our officers are always pleased to act, have proven of the greatest benefit to them and to us.

We keep pace with changing conditions and lend our financial support to those things which assist in the advancement and progression of matters pertaining to the welfare of the public.

Through our Bond and Trust Departments we have assisted in the expansion of many municipal improvements—our Bond Department buying and selling such bonds—our Trust Department acting as registrar, etc.

Chicago Savings Bank and Trust Company

State and Madison Streets

DEPARTMENTS

Commercial Trust Bond
Safe Deposit Real Estate Loan Savings
Drafts and Foreign Exchange

any incorporated city, town or village in which the building of State aid roads may be prohibited by the Act of this State entitled, "An Act to revise the law in relation to roads and bridges," approved June 27, 1913, and the amendments thereto:

ROUTE NO. 1

Beginning in a public highway at the southern limits of the city of Chicago and running along such highway in a general southerly direction to Metropolis, affording Chicago, Chicago Heights, Watseka, Danville, Paris, Marshall, Robinson, Lawrenceville, Mt. Carmel, Albion, Grayville, Carmi, Harrisburg, Vienna, Metropolis and the intervening communities reasonable connections with each other.

ROUTE NO 2.

Beginning in a public highway near Beloit, Wisconsin, and running along such highway in a general southerly direction to Cairo, affording Rockford, Oregon, Dixon, Mendota, Peru, LaSalle, El Paso, Bloomington, Clinton, Decatur, Pana, Vandalia, Centralia, DuQuoin, Carbondale, Anna, Cairo and the intervening communities reasonable connections with each other.

ROUTE NO. 3.

Beginning in a public highway at Morrison and running along such highway in a general southerly direction to Chester, affording Morrison, Prophetstown, Moline, Rock Island, Aledo, Monmouth, Macomb, Rushville, Beardstown, Virginia, Ashland, Alexander, (running over Route No. 10 between Alexander and Jacksonville), Jacksonville, White Hall, Carrollton, Jerseyville, Alton, East St. Louis, Waterloo, Chester and the intervening communities reasonable connections with each other.

ROUTE NO. 4.

Beginning at the intersection of 48th and Ogden Avenues in the Town of Cicero, Cook County, and running in a general southwesterly direction to East St. Louis, affording Chicago, Cicero, Berwyn, Riverside, Lyons, Joliet, Dwight, Pontiac, Bloomington, Lincoln, Elkhart, Williamsville, Springfield, Carlinville, Edwardsville, Granite City, East St. Louis and the intervening communities reasonable connections with each other.

ROUTE NO. 5.

Beginning in a public highway at the northwesterly limits of the city of Chicago and running along such highway in a general northwesterly direction to East Dubuque, affording Chicago, Elgin, Marengo, Rockford, Freeport, Galena, East Dubuque and the intervening communities reasonable connections with each other.

ROUTE NO. 6.

Beginning in a public highway at the westerly limits of the city of Chicago and running along such highway in a general westerly direction to Fulton, affording Chicago, Wheaton, Geneva, Elburn, DeKalb, Rochelle, Dixon, Sterling, Morrison, Fulton and the intervening communities reasonable connections with each other.

ROUTE NO. 7.

Beginning in a public highway at Joliet and running along such highway in a westerly direction to East Moline, affording Joliet, Morris, Ottawa, LaSalle, Peru, DePue, Princeton, Geneseo, East Moline and the intervening communities reasonable connections with each other.

ROUTE NO. 8.

Beginning in a public highway at the Indiana State line east of Sheldon and runnig along such highway in a general westerly direction to the Mississippi River opposite Burlington, Iowa, affording Watseka, Chenoa, El Paso, Eureka, Peoria, Farmington, Elmwood, Yates City, Galesburg, Monmouth, and the intervening communities reasonable connections with each other.

ROUTE NO. 9.

Beginning in a public highway at the Indiana State line east of Hoopeston, and running along such highway in a general westerly direction to Route No. 24, on the east side of the Illinois River between Pekin and East Peoria, thence over Route No. 24, to Peoria, and thence in a westerly direction to Hamilton, affording Hoopeston, Paxton, Bloomington, Carlock, Goodfield, Deer Creek, Morton, Peoria, Canton, Prairie City, Bushnell, Macomb, Carthage, Hamilton, and the intervening communities reasonable connections with each other.

ROUTE NO. 10.

Beginning in a public highway at the Indiana state line east of Danville and running along such highway in a general westerly direction to Jacksonville, affording Danville, Urbana, Champaign, Monticello, Bement, Decatur, Springfield, Jacksonville and the intervening communities reasonable connections with each other.

ROUTE NO. 11.

Beginning in a public highway at the Indiana state line east of Marshall and running along such highway in a general southwesterly direction to East St. Louis,

(See Map of Routes on Page 130)

We buy entire issues of Illinois Municipal Bonds
Consult us about financing your road building

Bolger, Mosser & Willaman

Municipal Bonds
Exempt from all Federal Income Taxation

29 South La Salle St. CHICAGO

Road Builders' Equipment

For unloading stone, sand or gravel from railroad cars to trucks or wagons, you need a **Lee Loader**

For hauling it from cars to road your truck needs a **Lee Dump Body**

For general all-around utility in road construction nothing is better than a **Lee Road Builder**

And when the road is finished you can increase the truck's earning capacity by pulling behind one or more **Lee Reversible Trailers**

Lee Loader & Body Co.

Manufacturers of Motor Haulage Equipment

2343 So. La Salle St. CHICAGO, ILL.

affording Marshall, Greenup, Effingham, Vandalia, Greenville, Baden Baden, Highland, East St. Louis and the intervening communities reasonable connections with each other.

ROUTE NO. 12.

Beginning in a public highway at the Indiana state line east of Lawrenceville and running along such highway in a general westerly direction to East St. Louis, affording Lawrenceville, Olney, Flora, Salem, Carlyle, Lebanon, East St. Louis and the intervening communities reasonable connections with each other.

ROUTE NO. 13.

Beginning in a public highway at Shawneetown and running along such highway in a general westerly direction to Murphysboro, thence in a northwesterly direction to East St. Louis, affording Shawneetown, Harrisburg, Marion, Carbondale, Murphysboro, Pinckneyville, Sparta, Belleville, East St. Louis and the intervening communities reasonable connections with each other.

ROUTE NO. 14.

Beginning in a public highway at Carmi and running along such highway in a general westerly direction to Duquoin, affording Carmi, McLeansboro, Benton, Christopher, Duquoin and the intervening communities reasonable connections with each other.

ROUTE NO. 15.

Beginning in a public highway at Albion and running along such highway in a general westerly direction to Belleville, affording Albion, Fairfield, Mt. Vernon, Ashley, Nashville, Okawville, Belleville and the intervening communities reasonable connections with each other.

ROUTE NO. 16.

Beginning in a public highway at Paris and running along such highway in a general southwesterly direction to Route 4, at or near Staunton, affording Paris, Charleston, Mattoon, Shelbyville, Pana, Hillsboro, Litchfield, Mount Olive, Staunton and the intervening communities reasonable connections with each other.

ROUTE NO. 17.

Beginning in a public highway at the Indiana state line east of Grant Park and running along such highway in a general westerly direction to Lacon, affording Grant Park, Momence, Kankakee, Dwight, Streator, Eagle Church Corners, Garfield, Wenona, Custer, Varna, and Lacon and intervening communities reasonable connections with each other.

ROUTE NO. 18.

Beginning in a public highway at the western limits of the city of Chicago and running along such highway in a southwesterly direction to Princeton, affording Chicago, Aurora, Oswego, Yorkville, Plano, Sandwich, Earlville, Mendota, Princeton and the intervening communities reasonable connections with each other.

ROUTE NO. 19.

Beginning in a public highway at the westerly limits of the city of Chicago and running along such highway in a general northwesterly direction to Harvard, affording Chicago, Barrington, Woodstock, Harvard, and the intervening communities reasonable connections with each other.

ROUTE NO. 20.

Beginning in a public highway at the west limits of the city of Waukegan at the end of Belvidere Street and running along such highway in a general westerly direction to Woodstock, affording Waukegan, Grays Lake, McHenry and Woodstock and intervening communities reasonable connections with each other.

ROUTE NO. 21.

Beginning in a public highway at the northerly limits of the city of Chicago and running along such highway in a general northwesterly direction to the Wisconsin state line, affording Chicago, Libertyville, Antioch and the intervening communities reasonable connections with each other.

ROUTE NO. 22.

Beginning in a public highway at the Indiana state line east of Chicago Heights and running along such highway to Lake Forest, affording Chicago Heights, Joliet, Aurora, Geneva, Elgin, Dundee, Carpenterville, Barrington, Lake Forest and the intervening communities reasonable connections with each other.

ROUTE NO. 23.

Beginning in a public highway at the Wisconsin state line, north of Harvard and running along such highway in a general southerly and southwesterly direction to Streator, affording Harvard, Marengo, Sycamore, DeKalb, Ottawa, Streator and the intervening communities reasonable connections with each other.

ROUTE NO. 24.

Beginning in a public highway at Peoria and running along such highway in a gen-

(See Map of Routes on Page 130)

WE ARE FOR GOOD ROADS

National Life Insurance Co.
OF THE
United States of America

ALBERT M. JOHNSON
President

ROBERT D. LAY
Secretary

Home Office: National Life Building
CHICAGO, ILLINOIS

CHICAGO'S OLDEST & STRONGEST COMPANY

H. M. Byllesby & Company
Engineers and Managers

NEW YORK
Trinity Building

Chicago
Continental & Commercial
Bank Building

TACOMA
Washington

Purchase, Finance, Design, Construct
and Operate Electric Light, Gas, Street
Railway and Water Power Properties

Examinations and Reports

UTILITY SECURITIES BOUGHT AND SOLD

eral southerly and southeasterly direction to Pana, affording Peoria, Pekin, Green Valley, Mason City, Greenview, Athens, Springfield, Pana and the intervening communities reasonable connections with each other.

ROUTE No. 25.

Beginning in a public highway at Kankakee and running along such highway in a general southerly direction to Fairfield, affording Kankakee, Gilman, Paxton, Champaign, Tuscola, Mattoon, Effingham, Toliver, Louisville, Flora, Fairfield and the intervening communities reasonable connections with each other.

ROUTE No. 26.

Beginning in a public highway at Freeport and running along such highway in a general southerly direction to Dixon, affording Freeport, Polo, Dixon and the intervening communities reasonable connections with each other.

ROUTE No. 27.

Beginning in a public highway at Polo and running along such highway in a general westerly direction to Savanna, affording Polo, Mt. Carroll, Savanna and the intervening communities reasonable connections with each other.

ROUTE No. 28.

Beginning in a public highway at Galesburg and running along such highway in a general northeasterly direction to Sheffield, affording Galesburg, Kewanee, Sheffield and the intervening communities reasonable connections with each other.

ROUTE No. 29.

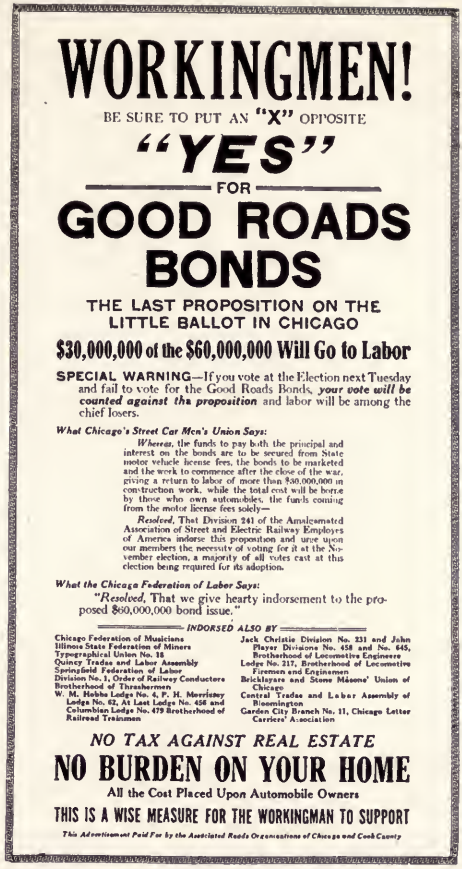
Beginning in a public highway at Peoria and running in a northerly direction to DePue, affording Peoria, Chillicothe, Henry, DePue and the intervening communities reasonable connections with each other.

ROUTE No. 30.

Beginning in a public highway at Peoria and running in a northwesterly direction to Galva, affording Peoria, Princeville, Wyoming, Galva and the intervening communities reasonable connections with each other.

ROUTE No. 31.

Beginning in a public highway at Canton and running in a southwesterly direction to Quincy, affording Canton, Lewistown, Rushville, Mt. Sterling, Quincy and the intervening communities reasonable connections with each other.



WORKINGMEN!

BE SURE TO PUT AN "X" OPPOSITE

"YES"

FOR

GOOD ROADS BONDS

THE LAST PROPOSITION ON THE LITTLE BALLOT IN CHICAGO

$30,000,000 of the $60,000,000 Will Go to Labor

SPECIAL WARNING—If you vote at the Election next Tuesday and fail to vote for the Good Roads Bonds, *your vote will be counted against the proposition* and labor will be among the chief losers.

What Chicago's Street Car Men's Union Says:

Whereas, the funds to pay both the principal and interest on the bonds are to be secured from State motor vehicle license fees, the bonds to be marketed and the work to commence after the close of the war, giving a return to labor of more than $30,000,000 in construction work, while the total cost will be borne by those who own automobiles, the funds coming from the motor license fees solely—

Resolved, That Division 241 of the Amalgamated Association of Street and Electric Railway Employes of America indorse this proposition and urge upon our members the necessity of voting for it at the November election, a majority of all votes cast at this election being required for its adoption.

What the Chicago Federation of Labor Says:

"*Resolved*, That we give hearty indorsement to the proposed $60,000,000 bond issue."

INDORSED ALSO BY

Chicago Federation of Musicians
Illinois State Federation of Miners
Typographical Union No. 16
Quincy Trades and Labor Assembly
Springfield Federation of Labor
Division No. 1, Order of Railway Conductors
Brotherhood of Threshermen
W. M. Hobbs Lodge No. 4, F. H. Morrissey Lodge No. 62, At Last Lodge No. 456 and Columbian Lodge No. 479 Brotherhood of Railroad Trainmen
Jack Christie Division No. 331 and John Player Divisions No. 458 and No. 645, Brotherhood of Locomotive Engineers
Lodge No. 217, Brotherhood of Locomotive Firemen and Enginemen
Bricklayers and Stone Masons' Union of Chicago
Central Trades and Labor Assembly of Bloomington
Garden City Branch No. 11, Chicago Letter Carriers' Association

NO TAX AGAINST REAL ESTATE

NO BURDEN ON YOUR HOME

All the Cost Placed Upon Automobile Owners

THIS IS A WISE MEASURE FOR THE WORKINGMAN TO SUPPORT

This Advertisement Paid For by the Associated Roads Organizations of Chicago and Cook County

THE ABOVE ADVERTISEMENT WAS PRINTED IN CHICAGO PAPERS THREE DAYS BEFORE ELECTION.

ROUTE No. 32.

Beginning in a public highway at Windsor and running in a northerly direction to Cerro Gordo, affording Windsor, Sullivan, Lovington, Ulrich Station, Lake City, Cerro Gordo and the intervening communities reasonable connections with each other.

ROUTE No. 33.

Beginning in a public highway at Effingham and running to Robinson, affording Effingham, Newton, Robinson and the intervening communities reasonable connections with each other.

ROUTE No. 34.

Beginning in a public highway at Harrisburg and running through Herod and thence along the most practical route to the

(See Map of Routes on Page 130)

First National Bank *of* Joliet



Established 1857
Nationalized 1864

Assets Over Ten Million Dollars

OFFICERS

GEORGE WOODRUFF..... *President*
FREDERICK W. WOODRUFF.. *Vice President*
HENRY O. WILLIAMS..... *Vice President*
ROBT. A. CAMERON..... *Cashier*
HARRY R. DREW..... *Assistant Cashier*
F. J. SCHMEISSER..... *Assistant Cashier*
AUGUST BELTZNER..... *Trust Officer*

DIRECTORS

Robert Pilcher
James Lyons
R. J. Barr
Geo. W. Bush
J. C. Beattie
Geo. N. Blatt
Jas. A. Bray
Alfred J. Stoos
Fred M. Chamberlin
John H. Savage
W. F. Pitcher
H. B. Bale
George Erb
M. W. Cushing
P. E. Holmstrom
F. W. Woodruff
George Woodruff

The

WILLIAM J. BURNS

International Detective Agency, *Inc.*

Representing

American Bankers Association

Baltimore	Cleveland	Kansas City	Montreal	Pittsburgh	Salt Lake City
Birmingham	Dallas	London	New Orleans	Portland	St. Louis
Boston	Denver	Los Angeles	New York	San Francisco	St. Paul
Brussels	Detroit	Memphis	Paris	Seattle	Jacksonville
Buffalo	Houston	Minneapolis	Philadelphia	Spokane	Providence

General Detective Work of the Highest Class

OTIS BUILDING CHICAGO

road leading from Elizabethtown to Golconda with branches into Elizabethtown and Golconda, giving Elizabethtown and Golconda connection with each other and each of said towns connection with Harrisburg.

Route No. 35.

Beginning in a public highway at Route No. 2 north of Cairo and extending in an easterly direction to Mound City, affording Mounds, Mound City and the intervening communities reasonable connections with each other.

Route No. 36.

Beginning in a public highway at Carthage and running in a southerly and easterly direction to Jacksonville, affording Carthage, Bowen, Ursa, Quincy, Payson, Barry, Pittsfield, Winchester, Jacksonville and the intervening communities reasonable connections with each other.

Route No. 37.

Beginning in a public highway at Mt. Vernon and extending in a southerly direction to Marion, affording Mt. Vernon, Benton, Marion and the intervening communities reasonable connections with each other.

Route No. 38.

Beginning in a public highway at Jerseyville and running along such highway in a westerly direction to a public highway on the east side of the Illinois River opposite the City of Hardin and then beginning at Hardin and running in a northerly direction to Kampsville, affording Jerseyville, Hardin, Kampsville and the intervening communities reasonable connections with each other.

Route No. 39.

Beginning in a public highway at Champaign and running in a northwesterly direction to Bloomington, affording Champaign, Mahomet, Mansfield, Farmer City, Leroy, Bloomington and the intervening communities reasonable connections with each other.

Route No. 40.

Beginning in a public highway on the north line of the city of Sterling and running in a northwesterly direction to Milledgeville, thence to Chadwick, thence north to connect with Route No. 27, and beginning at a highway on the north line of the city of Mt. Carroll and running north to Stockton.

Route No. 41.

Beginning in a public highway at Galesburg, and connecting with Route No. 8 therein, and running thence in a southern direction to Abingdon, thence in a southern direction to Avon, thence in a southern direction, connecting with Route No. 9 at or near Prairie City, affording Galesburg, Abingdon, Avon, Prairie City and the intervening communities reasonable connections with each other.

Route No. 42.

Beginning in a public highway at the northern limits of the city of Chicago and running along the Sheridan Road in a general northerly direction to the Wisconsin State line, affording Chicago, Waukegan, Zion City and the intervening communities reasonable connections with each other.

Route No. 43.

Beginning in a public highway at Havana and running in an easterly direction to Route No. 24 at Mason City, affording Havana, Mason City and the intervening communities reasonable connections with each other.

Route No. 43a.

Beginning in a public highway at Petersburg and running easterly to and connecting with Route No. 24.

Route No. 44.

Beginning in a public highway at Joliet, and running to Kankakee, Illinois, via Manhattan and Wilton Center so as to afford the intervening communities reasonable connections with each other.

Route No. 45.

Beginning in a public highway in Route No. 17, at a point at Garfield and running due south to Dana.

Route No. 46.

Beginning in a public highway at the eastern limits of Arlington Heights, thence running in a southeasterly direction to Oaklawn, affording Arlington Heights, Mount Prospect, Des Plaines, Franklin Park, River Grove, Maywood, Broadview, LaGrange Park, LaGrange, Lyons, Summit, Oaklawn, and the intervening communities reasonable connections with each other.

If any available money from any source remains in the State bond road fund after the above described roads are completed and paid for, said Department of Public Works and Buildings shall use such money to construct other similar roads so as to extend said system in such a way as to be of the greatest benefit, in the judgment of said Department of Public Works and Buildings, to the people of the State.

§ 10. That wherever one of the above

(See Map of Routes on Page 130)

Morrison Hotel

FOR that restful, homelike atmosphere — that spirit of friendliness, cordiality of service, where the visitor is assured a warmth of welcome equalled only by the quality and scope of the surroundings — there is no place like *Morrison Hotel, Chicago.*



Every room has a bath and running ice water and is completely and luxuriously furnished. Every floor has its own housekeeper—your personal wants are supplied by every known facility. Nothing less than your entire satisfaction —will satisfy us.

Home of the Famous

Terrace Garden

"Chicago's Most Beautiful Restaurant"

Its architecture and physical beauty stand alone.



NOWHERE else in the world is a restaurant so arranged. The diners sit in tiers as at the opera, every one having an unobstructed view of both dining room and stage. The entertainment is one of refinement — famous operatic stars, an assembly of the world's greatest skating stars and other added features.

Madison at Clark Street
Chicago

Personal Management **Harry C. Moir**

Bonds Voted for Highway Work by Counties

Bond County, $117,300; Clark County, $112,000; Cook County, $3,000,000; Cumberland County, $95,000; Edwards County, $160,000; Effingham County, $104,000; Fayette County, $142,000; Jackson County, $340,000; Lake County, $500,000; Macoupin County, $160,000; Madison County, $600,000; Mason County, $55,000; Menard County, $55,000; Sangamon County, $500,000; * St. Clair County, $1,500,000; Vermilion County, $1,500,000; Williamson County, $273,500; Winnebago County, $145,000. Total, $9,358,800.

* Proposition for additional tax levy was lost.

described roads runs through or into a county over a paved road that has been constructed by such county and the State, jointly, or by such county alone and accepted by the State, then, in such case, said Department of Public Works and Buildings shall, if such paved road is of proper durable hard-surfaced type to make it practicable to do so, utilize such paved road in said State-wide system of roads. If said Department of Public Works and Buildings does utilize and make such a paved road of a county a part of said State-wide system of roads, then, and in that case, the actual cost of said paved road shall be determined, in the manner hereinafter provided for, and an amount of money equivalent to the share of such cost that was paid by such county, shall be set apart and allotted by said department to such county to be used, at the option of such county, either in the payment of any county bonds issued by such county and used to improve its State Aid Roads, or in the improvement of any one or more of its improved or unimproved State Aid Roads, by constructing thereon a durable hard-surfaced road, under the direction and to the satisfaction of said Department of Public Works and Buildings. In determining such cost of such a paved road of a county, so utilized in said State-wide system of roads, the Chief Highway Engineer shall make a careful examination of the Department's State Aid Road records which show the actual cost of all such State Aid Roads, and present to said Department of Public Works and Buildings, in writing, a statement, approved by the Superintendent of Highways, showing the actual cost of such paved road of such county; and the amount of such cost paid by such county, as shown by said statement, shall be the amount of money so to be allotted to said county by said Department of Public Works and Buildings to be used by said County in the manner hereinbefore provided for.

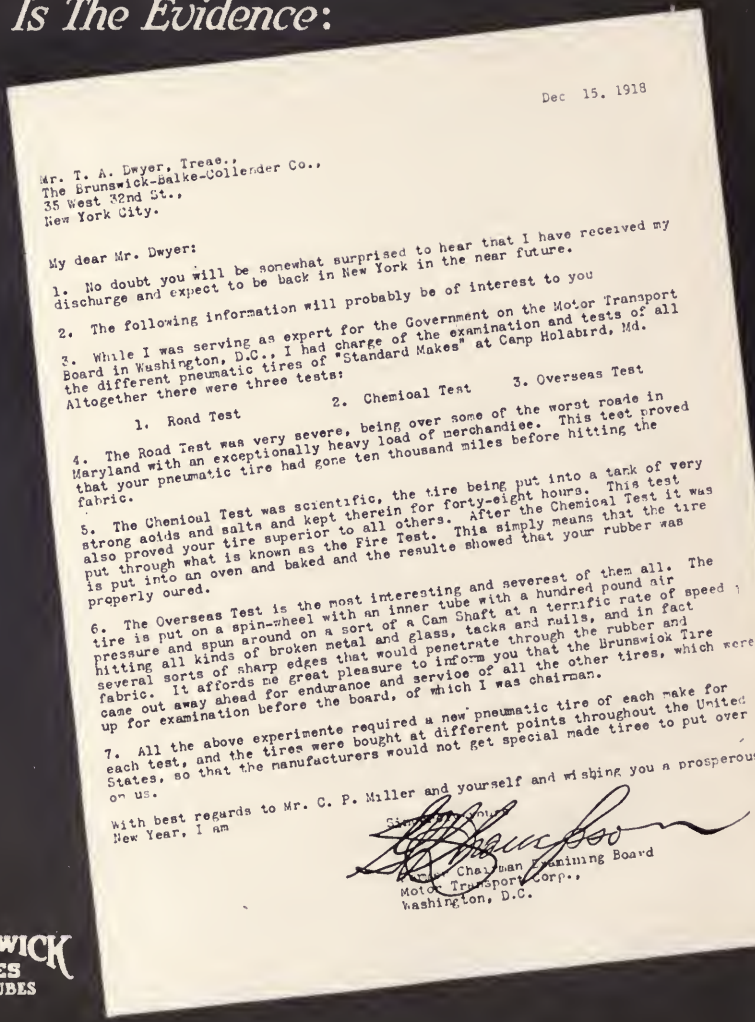
§ 11. That whenever the making of any part of said proposed improvement, or the locating of a route or any part thereof, or the obtaining of road building materials for the work provided for herein, will require that private property be taken or damaged, said Department of Public Works and Buildings, in its name, shall have the right to purchase the necessary land from the owner thereof, or if compensation therefor can not be agreed upon, to have such just compensation ascertained and to acquire and pay for said property in the same manner, as near as may be, as provided for in the Act of this State entitled, "An Act to provide for the exercise of the right of eminent domain," approved April 10, 1872, and the amendments thereto: *Provided, however,* that said Department of Public Works and Buildings shall not be required, in any case, to furnish bond.

§ 12. That the public highways upon which said roads are being constructed shall, during the construction period and continuously thereafter, be under the jurisdiction and control of said Department of Public Works and Buildings, but the duty of maintaining such highways shall rest on the local authorities until said construction work has been completed. No public utility company or person shall be granted any right, privilege or franchise in, on or along any such highway without the consent of said Department of Public Works and Buildings. After a road in said State-wide system has been completed and taken over by said Department of Public Works and Buildings said road shall thereafter be maintained by the State, under and in accordance with the provisions of Section 32 of Article IV of the Act of this State entitled, "An Act to revise the law in relation to roads and bridges," approved June 27, 1913, and the amendments thereto.

§ 13. That this Act, authorizing the State to contract the debt for the purpose set forth herein and, as an evidence of such debt, to issue bonds of the State of Illinois to the amount of sixty million dollars ($60,000,000.00) and levying a direct annual tax sufficient to pay the interest annually on such bonds, as such interest shall accrue, and also to pay and discharge the principal of such bonds at par value, as such bonds respectively fall due, but providing that such payments may be made from other sources of revenue, shall be submitted to the people of this State at the general election to be held on Tuesday next after the first Monday of November, A. D. 1918; that said Act shall be so submitted on a separate ballot, which shall be in substantially the following form:

OFFICIAL TESTS GIVE BRUNSWICK TIRES FIRST PLACE

Here Is The Evidence:



Dec 15. 1918

Mr. T. A. Dwyer, Treas.,
The Brunswick-Balke-Collender Co.,
35 West 32nd St.,
New York City.

My dear Mr. Dwyer:

1. No doubt you will be somewhat surprised to hear that I have received my discharge and expect to be back in New York in the near future.

2. The following information will probably be of interest to you

3. While I was serving as expert for the Government on the Motor Transport Board in Washington, D.C., I had charge of the examination and tests of all the different pneumatic tires of "Standard Makes" at Camp Holabird, Md. Altogether there were three tests:

1. Road Test 2. Chemical Test 3. Overseas Test

4. The Road Test was very severe, being over some of the worst roads in Maryland with an exceptionally heavy load of merchandise. This test proved that your pneumatic tire had gone ten thousand miles before hitting the fabric.

5. The Chemical Test was scientific, the tire being put into a tank of very strong acids and salts and kept therein for forty-eight hours. This test also proved your tire superior to all others. After the Chemical Test it was put through what is known as the Fire Test. This simply means that the tire is put into an oven and baked and the results showed that your rubber was properly cured.

6. The Overseas Test is the most interesting and severest of them all. The tire is put on a spin-wheel with an inner tube with a hundred pound air pressure and spun around on a sort of a Cam Shaft at a terrific rate of speed hitting all kinds of broken metal and glass, tacks and nails, and in fact several sorts of sharp edges that would penetrate through the rubber and fabric. It affords me great pleasure to inform you that the Brunswick Tire came out away ahead for endurance and service of all the other tires, which were up for examination before the board, of which I was chairman.

7. All the above experiments required a new pneumatic tire of each make for each test, and the tires were bought at different points throughout the United States, so that the manufacturers would not get special made tires to put over on us.

With best regards to Mr. C. P. Miller and yourself and wishing you a prosperous New Year, I am

Sincerely yours,

Chairman Examining Board
Motor Transport Corp.,
Washington, D.C.

BRUNSWICK
TIRES
AND TUBES

(ROAD IMPROVEMENT BALLOT.)

Shall an Act of the General Assembly of Illinois, entitled, "An Act in relation to the construction by the State of Illinois of a State-wide system of durable hard-surfaced roads upon public highways of the State and the provisions of means for the payment of the cost thereof by an issue of bonds of the State of Illinois," which, in substance, provides for construction by the State, acting through its Department of Public Works and Buildings, subject to the Governor's approval, of a State-wide system of hard roads on routes described; for control and maintenance, and for conditional compensation for roads already paved; gives such department full power to execute Act; authorizes State to contract a debt for such purpose and to issue $60,000,000.00 of serial bonds, bearing interest annually at not to exceed 4%; appropriates said sum to said department; levies a tax sufficient to pay said interest annually, as it shall accrue, and to pay off said bonds within 20 years from issuance, but provides that such payments may be made from other sources of revenue and requires moneys in the Motor Vehicle Law "Road Fund" to be first used for such payments and such direct tax to be omitted in any year in which sufficient money from other sources of revenue has been appropriated to meet such payments for such year; provides for publication and for submission to the people; makes the provisions for payment of such interest and bonds irrepealable; and pledges faith of State to the making of such payments; go into full force and effect?	YES	
	NO	

That this question shall be so submitted at said general election, and said election on said question shall be held and returns thereof be made, where not otherwise provided herein, at the same time and in the same manner and by the same officials, as in the case of the election of State officers and in accordance, as near as may be, with the provisions of the general election laws of this State; that the Secretary of State is hereby authorized, empowered and directed to certify to the county clerk of each county the form of said ballot and also to take every step required by this Act and by the general election laws of this State to be taken in such cases; that the respective persons whose duty it is, under the general election laws of this State, to cause notices of election to be given and ballots to be printed, and the elections to be held and the results thereof to be ascertained and declared, are hereby authorized, empowered and directed to take every step required by the statutes of this State to be taken in such cases, so as to cause this question to be properly submitted to the people of this State.

§ 14. That the Secretary of State be, and he is hereby, authorized, empowered and directed to cause publication of this Act to be made, once each week, for three months at least before the vote of the people shall be taken upon such Act; and that such publication shall be made in at least two daily newspapers, one of which shall be published in the city of Springfield and one in the city of Chicago.

§ 15. That the provisions in this Act for the payment of the principal of said bonds at maturity and of the interest thereon annually; as it shall accrue, by a direct annual tax which has been levied herein for said purpose, or from other sources of revenue appropriated for that purpose, shall be irrepealable until such debt and interest be paid in full, and for the making of such payment the faith of the State of Illinois is hereby pledged.

§ 16. That the publication of this law in the above mentioned newspapers and in the Session Laws of Illinois is hereby declared to be due notice to the people of this State of the provisions of this law and of its submission to them and that if this law receives at said general election the required majority of votes, then the will of the people so expressed or attempted to be so expressed shall not be defeated nor set aside on account of the failure, negligence or carelessness of any officer, or person, in the performance of his duty, but the law shall immediately go into full force and effect.

APPROVED JUNE 22, 1917.

After Five Million

pieces of Bond Issue literature had been printed, delivered, shipped, attended to in detail; in a letter dated the day before election—

President William G. Edens said:

"I take advantage of this opportunity to congratulate you on your efficient business organization, and thank you especially for the splendid service you have rendered the Illinois Highway Improvement Association as our printers. Without the friendly and painstaking way in which each of your associates have co-operated I fail to see how we could have so comfortably conducted our campaign."

We invite the accounts of those who desire to connect with an original, reliable Printing Concern having the initiative and equipment essential to complete service.

Burnett & Weinberger Co.
PRINTERS DESIGNERS ENGRAVERS
626 FEDERAL ST·TEL·HARRISON 6591
CHICAGO

THE IMPRINT OF *SERVICE*

"Good Roads Day"

Road Dragging Contests

AT the request of the Illinois Highway Improvement Association, the state superintendent of schools proclaimed the first Friday in March, 1913, as good roads day. Pupils in the rural schools were told briefly the advantages of good roads. Gov. Dunne proclaimed the first state good roads day on April 15, 1914. Under the direction of superintendents of schools and highways, motor clubs and good roads associations there was a general observance of the day. Gov. Dunne, under the auspices of the good roads committee of the Chicago Motor



MISS LAURA K. KENNEDY

During the $60,000,000 bond issue campaign Miss Laura K. Kennedy was office manager of the Chicago Headquarters of the Illinois Highway Improvement Association. To her initiative and diplomacy the officers attribute to a large degree the successful carrying out of the details of many of the most important activities of the campaign. Miss Kennedy had complete charge of the stenographic, printing and shipping departments. She also was active in organization work among women's clubs. She is a graduate of Simmons College, Boston, Mass., and Girton School, Winnetka, Ill.



MRS. H. M. DUNLAP

One of the most effective workers among those downstate women's organizations was Mrs. H. M. Dunlap of Savoy, wife of State Senator Dunlap. Mrs. Dunlap has preached the doctrine of good roads at Farmer's Institutes for several years. She has passed the greater part of her life on Illinois farms and is thoroughly acquainted with the road problem from the standpoint of the farmer's wife and daughter. Besides appealing to the agricultural vote to support the bond issue, Mrs Dunlap was instrumental in creating an effective sentiment through the agency of the Illinois State Federation of Women's Clubs, of which she was head of the conservation department.

Club, traversed the route of the Lincoln highway from Chicago west. He was greeted by 200,000 persons along the line.

In Cook County, under the auspices of the Associated Roads Organizations of Chicago and Cook County, four road dragging contests were held for the purpose of publicity and arousing interest in the question of highway improvement, rather than for any direct benefit. Prizes of $1,000 in gold were

The Store of To-day and To-morrow

THE FAIR

Established 1875 by E. J. Lehmann

State, Adams and Dearborn Streets

CHICAGO

Hundreds of Chicago Motorists come to The Fair to supply their every need in

Accessories & Supplies

for here they find very extensive stocks at prices that yield substantial savings

THE EVER-INCREASING number of motor car owners in and about Chicago who consider The Fair their headquarters for accessories and supplies is the best possible evidence of the superior service rendered them here. We aim at all times to offer a very complete stock of those needs which we consider of dependable quality—and we aim to supply them so as to afford worthwhile savings to the car owners. You too, will find that your savings will be considerable if you supply your needs here.

A Special Section of Parts and Accessories for Fords

TO THE BEST OF OUR knowledge, The Fair was the first store in America to make special provision in this way for the Ford owner. We carry, in this section, a complete stock of the wanted parts for Ford cars, as well as of accessories and supplies. These parts are all of dependable quality, bought from makers of established reputation, and our prices are substantially less than those ordinarily asked.

Our Fairview Tubes are Guaranteed for Two Years

NO SUCH OFFER HAS EVER before been made on tubes, to our knowledge. These Fairview tested tubes are of the highest grade; we guarantee that they are free from imperfections in materials and workmanship; that they will not split or deteriorate in two years; and that they will give two years' service. We will replace or repair free of charge any Fairview tube that shows any imperfections within two years from date of purchase. In spite of this extraordinary guarantee, these Fairview tested tubes cost you no more than unguaranteed tubes.

distributed in Chicago Heights, Blue Island, Desplaines and La Grange. Similar contests were held in other counties. The awarding of the prizes was made the occasion of addresses on the subject of the necessity for an awakened public interest in road work. Gov. Dunne proclaimed a good roads day each year during his term of office. Gov. Lowden proclaimed a good roads day on Oct. 30, 1918, preceding the vote on the $60,000,000 bond issue.

Convict Work on Roads

The legislature in 1913 passed the law asked by Gov. Dunne allowing the employment of convicts on highways under an honor system. By proclamation Gov. Dunne said that he would take off the sentence of each man one day for every three days of road work. Fifty-one honor men were employed at Camp Hope, near Dixon, Ill., cutting a road through a hill three-fourths of a mile long. Seventy-two honor men were employed at Camp Dunne, at Deer Park, near Ottawa. The success of these camps resulted in a call by townships for other convict camps. At Reading, in Livingston township, in 1915, forty-six men in a convict camp were employed at an actual cost to the township of $1.06 per man per day worked on the roads and a total cost of $0.735 per man per day in camp.

Convicts have been used since 1906 in the state penitentiaries at Joliet and Menard preparing stone and gravel for use on public highways. It is shipped to townships at actual cost, under the direction of the state highway department. Following are the figures on the distribution of this material:

Year	Total amount of applications	Number of counties receiving material	Number of townships receiving material	Cubic yards of stone shipped
1906	276,365	57	127	39,905
1907	166,140	39	72	96,595
1908	100,680	30	54	120,240
1909	227,690	40	75	136,789
1910	143,830	42	67	103,309
1911	214,434	40	80	152,165
1912	263,195	43	90	154,032
1913	233,130	41	100	152,572
1914	226,832	36	80	136,721
1915	169,819	38	91	144,462
1916	131,662	24	74	105,398
1917	106,511	23	57	68,856

FOR PERMANENT ROADS USE EAGLE PORTLAND CEMENT

Manufactured by Cape Girardeau Portland Cement Co., Cape Girardeau, Mo.

GREAT LAKES DREDGE & DOCK COMPANY

ENGINEERS AND CONTRACTORS FOR

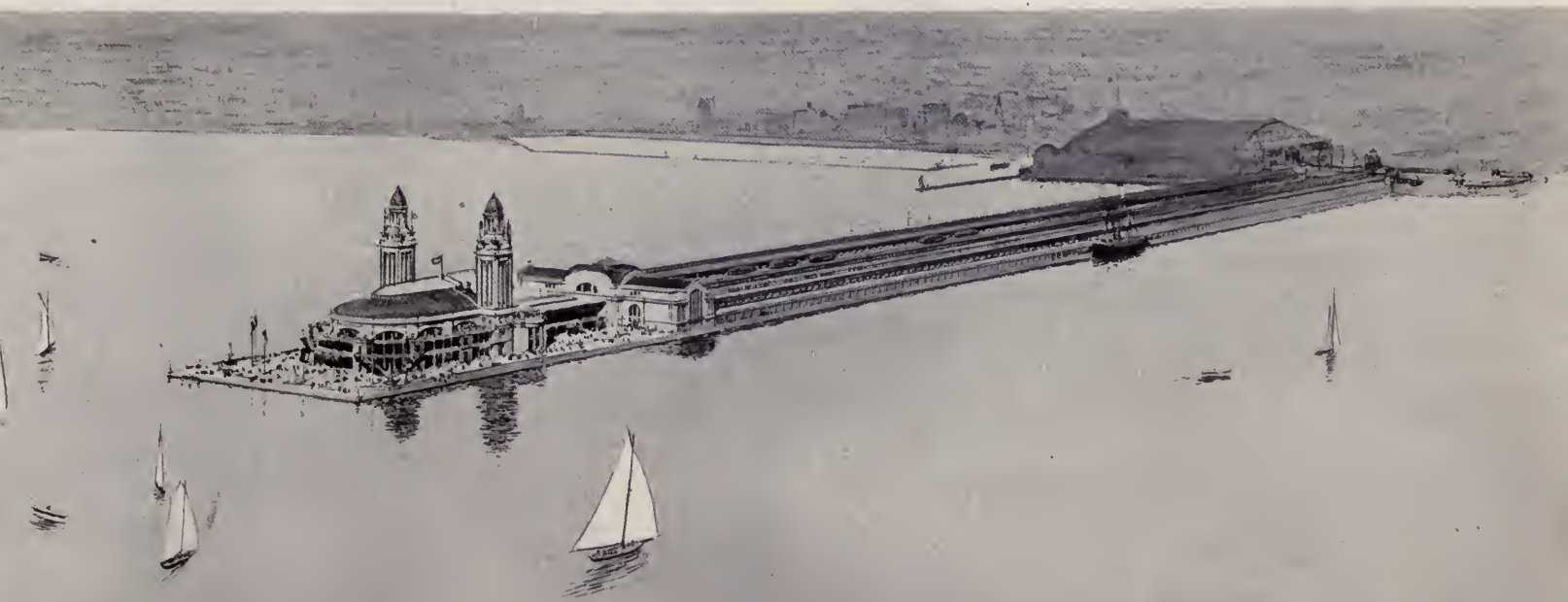
RIVER AND HARBOR IMPROVEMENTS

EASTERN BRANCHES

PHILADELPHIA
NEW YORK
BOSTON
ALBANY

WESTERN BRANCHES

CHICAGO
BUFFALO
DULUTH
CLEVELAND
DETROIT
MILWAUKEE
SAULT STE. MARIE



CHICAGO'S NEW FIVE MILLION DOLLAR MUNICIPAL PIER

Highway Officials of Illinois

STATE DIVISION OF HIGHWAYS

Under the administrative code of 1917, the state highway organization was made a division of the Department of Public Works and Buildings. The three state highway commissioners of the 1913 law were abolished and a superintendent of highways substituted. The personnel of the division of highway, with headquarters at Springfield, follows:

FRANK I. BENNETT—Director, Department of Public Works and Buildings.
THOMAS G. VENNUM—Assistant Director, Department of Public Works and Buildings.
S. E. BRADT—Superintendent of Highways.
CLIFFORD S. OLDER—Chief Highway Engineer.
BUREAU CHIEFS—J. M. McCoy, chief clerk; H. F. Bilger, road engineer; Frank T. Sheets, bridge engineer; George F. Burch, asst. bridge engineer; F. L. Roman, testing engineer; B. H. Piepmeier, maintenance engineer.
DISTRICT No. 1—H. B. Bushnell, 138 Fox St., Aurora.
DISTRICT No. 2—H. E. Surman, Dixon, Illinois.
DISTRICT No. 3—A. H. Hunter, Peoria (Apollo Theatre Bldg.).
DISTRICT No. 4—Rodney L. Bell, Paris.
DISTRICT No. 5—Fred Tarrant, Springfield.
DISTRICT No. 6—C. M. Slaymaker, Metropolitan Bldg., E. St. Louis.
DISTRICT No. 7—J. E. Huber, (office at present, E. St. Louis).
ASSISTANT ENGINEERS—C. M. Hathaway, J. W. Harris, F. C. Feutz, O. F. Gocke, I. E. Scott, H. B. Sennott, F. L. Sperry.
JUNIOR ENGINEERS—L. M. Arms, Charles C. Brown, R. T. Cash, H. B. Emery, O. A. Fluegge, George E. Galusha, O. L. Gearhart, Wallace Harlan, M. H. Kinch, Thomas E. Lowery, W. K. Hazen, W. E. Hill, E. J. Meckenstock, J. H. Miller, R. E. Morris, M. W. Parrish, S. M. Rudder, E. C. Wenger, J. P. Murphy, G. F. Sallee, R. J. Soergel, F. R. Zahn.

COUNTY SUPERINTENDENTS OF HIGHWAYS

ADAMS County—LOUIS BOYER, Quincy.
ALEXANDER County—WILLIAM N. MOYERS, Cairo.
BOND County—R. O. YOUNG, Greenville.
BOONE County—THOMAS W. HUMPHREY, Belvidere.
BROWN County—W. O. GROVER, Mt. Sterling.
BUREAU County—JOHN JOHNSON, Princeton.
CALHOUN County—JOHN A. EARLEY, Hardin.
CARROLL County—S. C. CAMPBELL, Mt. Carroll.
CASS County—JOHN GOODELL, Virginia.
CHAMPAIGN County—GEORGE C. FAIRCLO, Urbana.
CHRISTIAN County — C. A. PENINGTON, Taylorville.
CLARK County—WILBUR MOORE, Marshall.
CLAY County—H. M. ANDERSON, Louisville.
CLINTON County—JOHN T. GOLDSMITH, Carlyle.
COLES County—HARRY E. SHINN, Charleston.
COOK County—B. D. BARKER, Chicago.
CRAWFORD County—JOHN P. LYONS, Robinson.
CUMBERLAND County—JOHN A. DECKER, Toledo.
DEKALB County—W. C. MILLER, Sycamore.
DEWITT County—MELVIN TUGGLE, Clinton.
DOUGLAS County—L. O. HACKETT, Tuscola.
DUPAGE County—E. L. GATES, Wheaton.
EDGAR County—GEO. H. HARKNESS, Paris.
EDWARDS County—C. C. RICE, Albion
EFFINGHAM County—GEORGE T AUSTIN, Effingham.
FAYETTE County—J. V. WADDELL, Vandalia.
FORD County—SAMUEL E. WELLS, Paxton.
FRANKLIN County—W. E. MOORE, Benton.
FULTON County—E. F. MOTSINGER, Lewistown.
GALLATIN County—VICTOR PEARCE, Shawneetown.
GREENE County—W. P. WITT, Carrollton.
GRUNDY County—F. W. STINE, Morris.
HAMILTON County—GREGG GARRISON, McLeansboro.
HANCOCK County—WM. BURGNER, Carthage.



FRANK I. BENNETT

Mr. Bennett was appointed director of the Illinois Department of Public Works and Buildings in 1918. He came to his position after an extended experience as Chairman of the Finance Committee of the City Council of Chicago and later as Commissioner of Public Works of the same city.

HARDIN County—W. M. BALL, Elizabethtown.
HENDERSON County—C. R. A. MARSHALL, Oquawka.
HENRY County—JAMES H. REED, Cambridge.

IROQUOIS County — BENJAMIN JORDAN, Watseka.
JACKSON County—THOMAS G. DUNN, Murphysboro.
JASPER County—S. A. CONNOR, Newton.
JEFFERSON County—JOHN D. BREEZE, Mt Vernon.
JERSEY County — CHARLES E. WARREN, Jerseyville.
JO DAVIESS County—GEORGE E. SCHROEDER, Galena.
JOHNSON County—JOHN H. SHARP, Vienna
KANE County—M. C. Tarble, Geneva.
KANKAKEE County—F. M. ENOS, Kankakee.
KENDALL County — JOHN D. RUSSELL, Yorkville.
KNOX County—A. L. RICHEY, Galesburg.
LAKE County—CHARLES E. RUSSELL, Waukegan.
LASALLE County—GEO. L. FARNSWORTH, Ottawa.
LAWRENCE County—R. J. BENEFIEL, Lawrenceville.
LEE County—L. B. NEIGHBOUR, Dixon.
LIVINGSTON County—GLENN D. BUTZER, Pontiac.
LOGAN County—L. H. HOLLAND, Lincoln.
MACON County—P. T. HICKS, Decatur.
MACOUPIN County—O. B. CONLEE, Carlinville.
MADISON County — W. E. HOWDEN, Edwardsville.
MARION County—LEE S. TRAINOR, Salem
MARSHALL County-L. H. ELDRIDGE, Lacon
MASON County—C. H. KREILLING (acting), Havana.
MASSAC County—J. THRIFT CARLIS, Metropolis.
McDONOUGH County — W. M. BONHAM, Macomb.
McHENRY County — CHAS. L. TRYSON, Woodstock.
McLEAN County — RALPH O. EDWARDS, Bloomington.
MENARD County — CYRUS M. BUCKLEY, Petersburg.
MERCER County—J. E. RUSSELL, Aledo.
MONROE County—ALBERT R. GARDNER, Waterloo.
MONTGOMERY County — P. M. BANDY, Hillsboro.
MORGAN County—L. V. BALDWIN, Jacksonville.
MOULTRIE County—T. C. FLEMING, Sullivan.
OGLE County—ALEX ANDERSON, Polo.
PEORIA County—WALTER E. EMERY, Peoria.
PERRY County—FRANK HOUSE, Pinckneyville.
PIATT County—THOMAS J. ANDERSON, Monticello.
PIKE County-H. H. HARDY, Pittsfield.
POPE County—W. T. S. HOPKINS, Golconda.
PULASKI County—WM. N. MOYERS, Mound City.
PUTNAM County—MASON WILSON, Hennepin.
RANDOLPH County—HENRY I. BARBEAU, Chester.
RICHLAND County—GEO. LOW, Olney.
ROCK ISLAND County—WALLACE TREICHLER, Rock Island.
SALINE County—J. P. UPCHURCH, Harrisburg.
SANGAMON County — EDWIN H. WHITE, Springfield.
SCHUYLER County — W. S. HENDERSON, Rushville.
SCOTT County—GEORGE H. VANNIER, Winchester.
SHELBY County—N. A. BAXTER, Shelbyville.
STARK County—W. M. SLATER, Toulon.
ST. CLAIR County—D. S. THOMAS, Belleville.
STEPHENSON County — O. G. HIVELEY, Freeport.
TAZEWELL County—F. S. COOK, Pekin.
UNION County-JOSEPH F. HOWENSTEIN, Jonesboro.
VERMILION County—W. S. DILLON, Danville.
WABASH County—JOHN C. SPARKES, Mt.
WARREN County — C. L. McCLANAHAN, Monmouth.
WASHINGTON County—OSCAR C. RABENNECK, Nashville.
WAYNE County—GRIFF KOONTZ, Fairfield.
WHITE County—GEORGE H. BROWN, Carmi.
WHITESIDE County—V. N. Taggett, Morrison.
WILL County—W. H. SMITH, Joliet.
WILLIAMSON County — P. B. WILSON, Marion.
WINNEBAGO County—ALBERTUS R. CARTER, Rockford.
WOODFORD County—A. B. HURD, Eureka.

Officers of Highway Associations in Illinois

ILLINOIS HIGHWAY IMPROVEMENT ASSOCIATION.
President—William G. Edens, 125 West Monroe St., Chicago.
Secretary—Robert W. Dunn, Otis Building, Chicago.

BURLINGTON WAY.
President—C. H. Weber, Jacksonville.
Secretary—H. C. Wilhite, Greenfield.

CANNON BALL TRAIL.
President—Thomas M. Beatty, Quincy.
Secretary—W. S. McClintock, Galva.

DIXIE HIGHWAY.
Vice President, in Illinois—Richard J. Finnegan, 15 South Market St., Chicago.

EGYPTIAN TRAIL.
President—Dr. I. A. Lumpkin, Mattoon.
Secretary—Ernest B. Tucker, Mattoon.

GRANT HIGHWAY.
President—George D. Roper, Rockford.
Secretary—Malcolm MacKinnon, Rockford.

ILLINOIS CORN BELT ROUTE.
President—A. B. Hurd, El Paso.
Secretary—G. R. Curtis, El Paso.

ILLINOIS VALLEY WAY.
President—J. R. Blackhall, Joliet.
Secretary—Axel Heiberg, Ottawa.

INDIAN HEAD TRAIL.
President—John Acker, Savanna.
Secretary—W. F. Miller, Savanna.

LINCOLN HIGHWAY.
Chicago Consul—William G. Edens, 125 West Monroe St., Chicago.

NATIONAL OLD TRAILS ASSOCIATION.
President—L. H. Bissell, Effingham.
Secretary—J. H. Curry, Effingham.

NATIONAL PARKS HIGHWAYS ASSOCIATION.
President—William G. Edens, 125 West Monroe St., Chicago.
Secretary—F. W. Guilbert, Spokane, Wash.

ROCK RIVER (BLACKHAWK TRAIL) ROAD ASSOCIATION.
President—J. C. Seyster, Oregon.
Secretary—Malcolm McKinnon, Rockford.

SHERIDAN ROAD IMPROVEMENT ASSOCIATION.
President—E. L. Lobdell, 59 E. Van Buren St., Chicago.
Secretary—Henry Atwater, 59 E. Van Buren St., Chicago.

AMERICAN BANK NOTE COMPANY

WESTERN DIVISION

CHICAGO

ENGRAVERS AND LITHOGRAPHERS

COUNTY AND STATE

GOOD ROADS BONDS



LIBRARY
OF THE
UNIVERSITY OF ILLINOIS

Township Highway Commissioners in Illinois

LISTED BY COUNTIES

ADAMS

Wm. Fruehling, LaPrairie.
John Willard, Golden.
John Wessel, Loraine.
A. P. Clapper, Loraine.
Henry Cram, Quincy.
Frank Pollock, Mendon.
David Cantrell, Coalsburg.
Henry Weish, Camp Point.
Lincoln L. Dodd, Clayton.
Howe Amen, Clayton.
August Bubb, Columbus.
James Martin, Columbus.
Ed Seckman, Quincy.
James Platt, Quincy.
Antone Hoebing, Quincy.
Charles Veihi, Adams.
Wm. Craig, Liberty.
A. J. Lierly, Kellerville.
J. E. Richardson, Beverly.
Ben Swan, Liberty.
Edward Distlehorst, Payson.
Christ Veihi, Quincy.

ALEXANDER

William Pryor, Tamms.
P. C. Shafer, Thebes.
Henry Bufford, Elco.
John Hill, McClure.
Andrew Serbian, Cairo.

BOND

Chas. W. Kneier, Keysport.
J. F. Pasley, Mulberry Grove.
C. D. Baits, Smithboro.
M. M. Floyd, Greenville.
Louis Gaffner, Greenville.
L. I. Justi, Pocahontas.
John Stiner, Pocahontas.
Arthur Burkhart, Sorento.
R. O. Young, Sorento.

BOONE

Conrad Johnson, Belvidere.
E. P. Wright, Garden Prairie.
Angus McLean, Capron.
Swan Westergreen, Poplar Grove.
Frank Delavernge, Kirkland.
A. S. Seaming, Capron.
J. S. Kelley, Caildonia.
D. Shawson, Belvidere.

BROWN

Allin R. Fry, Mt. Sterling.
J. W. Stephenson, Versailles.
Fred Robinson, Timewell.
Books Watkins, Siloom.
Daniel Bookley, Timewell.
Roy McDonald, Mt. Sterling.
Fred Dalton, Hersman.
Matt Reisch, Cooperstown.
John P. Long, Mt. Sterling.

BUREAU

Philip Herr, La Moille.
John Weeks, La Moille.
G. S. Jackson, Ohio.
William Smith, Walnut.
H. A. Dahl, New Bedford.
Arthur Black, Tampico.
John Glumm, Arlington.
A. M. Mallonee, Malden.
George Wooiley, Princeton.
Joseph McFadden, Spring Valley.
William Bierman, Princeton.
John Johnson, Princeton.
Albert Wilson, Princeton.
Virgil White, Manlius.
Frank Smith, Manlius.
H. G. Prior, Princeton.
H. O. Johnson, Buda.
L. F. Brandt, Mineral.
Alba Miller, Princeton.
D. W. Sorine, Tiskilwa.
Arthur Hopkins, Tiskilwa.
George Kapp, Buda.
Henry Augushine, Neponset.
Jacob Shauffer, Tiskilwa.
Clarence Hay, Bradford.

CALHOUN

Hollis Wimeland, Harrisburg.
Joseph Waldhauser, Kampsville.
John Surgeon, Batchtown.
John Kinder, Jr., Meppin.
William Maines, Brusseils.

CARROLL

Chas. D. Hatfield, Savanna.
J. B. Fitzpatrick, Savanna.
Wm. S. Emery, Mt. Carroll.
Hary Martin, Shannon.
Fred C. Henze, Shannon.
Henry C. Kness, Lavark.
D. D. Stitzel, Lavark.
S. R. Fuirath, Mt. Carroli.
Jas. S. Smith, Savanna.
Samuel Grinn, Thomson.
Hy. P. Hartman, Chadwick.
D. H. Bowders, Milledgeville.
Sam'l Murray, Polo.

CASS

Thos. Daniels, Ashland.
Angus Taylor, Virginia.
Mr. Chas. F. Johnson, Beardstown.
Mr. Wm. Niestradt, Arenzville.
Harry Schaeffer, Arenzville.

CHAMPAIGN

Oscar G. Anderson, Broadlands.
James B. Jones, Fisher.
L. T. Daniels, 107 W. Vine, Champaign.
G. C. Wills, Penfield.
John Van Sickie, Penfield.
James Somers, Ivesdale.
W. O. Watts, Pesotum.
Chas. Alexander, Dewey.
Jerry Cain, Gifford.
Henry Wilson, Champaign.
H. A. Wood, Penfield.
R. P. Corbett, Ludlow.
D. W. Shirley, Seymour.
F. A. Williams, Fisher.
P. J. McKinney, Ogden.
Peter Weasel, Pesotum.
Henry Licht, Philo.
Henry J. Baker, Rantoul.
Wm. Lavenhagen, Sidney.
James Higgins, Ivesdale.
J. W. Apperson, Sidney.
Lawrence Mulligan, Bondville.
Fred W. Eichhorst, Champaign.
William Cotton, Homer.
L. A. McCormick, Urbana.
L. E. Marsh, St. Joseph.
G. J. Bower, Tolono.
Frank Werts, Urbana.

CHRISTIAN

N. H. Padgett, Assumption.
A. E. Curvey, Palmer.
Fred Boughmore, Edinburg.
Jas. Gray, Nokomis.
W. H. Stumm, Taylorville.
Alfred Marshall, Howel.
Chas. Dorr, Owaneco.
C. M. Long, Assumption.
R. A. Himstedt, Boody.
J. B. Parish, Mt. Auburn.
Joe Vitts, Jr., Pana.
Jno. Wyckoff, Moweaqua.
Roy Beaty, Morrisonville.
E. E. Vincent, Rosemond.
Wm. Hawk, Pawnee.
Ed Walley, Stonington.
Andrew Flesher, Taylorville.

CLARK

Robt. Nichol, Marshall.
Allen McNary, Marshall.
Orville Arnold, Casey.
John Bash, Darwin.
L. S. Rolison, Martinsville.
Fred Buckner, Marshall.
Randall Bailey, Martinsville.
Shelton Davis, Marshall.
Harry Martin, Martinsville.
Robt. Wier, Martinsville.
Ham Cooper, Martinsville.
M. V. Connoily, Martinsville.
James Turner, Dennison.
Wilber Moore, Westfield.
John Mitchell, West Union.

CLAY

W. E. Goad, Xenia.
J. H. McElyea, Xenia.

Vote "Yes" for Good Roads on the Little Ballot Nov. 5 [*Statement for the Busy Voter*]

One of the most important questions ever submitted to the voters of the state is the good roads proposition on the little ballot at the election on November 5. Under the plan adopted by the legislature, the proposal is for a system of state highways about 4,800 miles in extent, connecting all counties, reaching nearly all important cities and towns and serving all the people of the commonwealth. Under existing laws such a system could be built only after 25 or 30 days of extraordinary administrative effort.

Paid from Automobile Licenses.—The little ballot proposition corrects this defect and allows the issuance of $60,000,000 worth of bonds to be paid entirely out of the automobile license fees.

Help Labor After War.—Thus there is a double incentive to public support of the proposition—the general good to the state from a businesslike method of road building and the special assistance to industry and labor after the war.

No Tax on Real Estate.—The automobile owners alone will pay for the roads under license fees already in force. The man who does not own an automobile will not pay any part of the expense.

Frank O. Lowden, Governor
Edward F. Dunne, former Governor.
Charles S. Dencen, former Governor.
Richard Yates, former Governor.
James Hamilton Lewis, U. S. Senator,
Lawrence Y. Sherman, U. S. Senator.
Roger C. Sullivan.
Medill McCormick, Congressman-at-Large
William E. Mason, Congressman-at-Large.
William Hale Thompson, Mayor of Chicago.
John H. Walker, President Illinois State Federation of Labor.
John Fitzpatrick, President Chicago Federation of Labor.
Simon O'Donnell, President Building Trades Council.
Victor F. Olander, Secretary Illinois State Federation of Labor.
William Quinlan, President Amalgamated Association of Street and Electric Railway Employees.
Samuel Insull, Chairman State Council of Defense.
Charles Ireland, President Illinois Bankers' Association.
William G. Edens, President Illinois Highway Improvement Association.
S. E. Bradt, State Superintendent of Highways.
E. N. Hurley, United States Shipping Board.
Lucius Teter, President Chicago Association of Commerce.
John V. Farwell.
George M. Reynolds, President Continental and Commercial National Bank, Chicago.
James B. Forgan, Chairman of Board, First National Bank, Chicago.
General Charles G. Dawes, A. E. F. in France.
H. M. Byllesby.
Charles H. Wacker.
John G. Oglesby, Lieutenant Governor.
Louis L. Emmerson, Secretary of State.
Edward J. Brundage, Attorney General.
Len Small, State Treasurer.
John G. Shedd, Marshall Field & Co.
Andrew Russell, State Auditor.
Francis G. Blair, State Superintendent of Public Instruction.
James McAndrews, Congressman.
Joseph G. Cannon, Congressman.
Martin B. Madden, Congressman.
Henry T. Rainey, Congressman.
Charles E. Fuller, Congressman.
L. E. Wheeler, Congressman.
George E. Foss, Congressman.
A. J. Sabath, Congressman.
William W. Wilson. Congressman.
William B. McKinley, Congressman.
Niels Juul, Congressman.
T. S. Williams. Congressman.
D. M. Martin, President, Illinois Farmers' Institute.
Hugh S. Magill, Jr., Director Illinois Centennial Commission.
Judge Kenesaw M. Landis.
William L. O'Connell, former Chairman Illinois Utilities Commission.
David E. Shanahan, Speaker
Edward D. Shurtleff, former Speaker.
Archbishop George W. Mundelein.
Bishop Charles P. Anderson.
W. B. Millard, Executive Secretary Chicago Church Federation Council.
Bishop Thomas Nicholson.
L. Wilbur Messer, General Secretary Y. M. C. A.
B. M. Englehard, Temple Sholom.
O. E. Aleshire. Head Banker Modern Woodmen of America.
Edward Houlihan, State Deputy Knights of Columbus.
S. L. Von Fossen, Grand Chancellor Knights of Pythias.
James McCredie, Grand Commander Knights Templar of Illinois.
Homer J. Tiec, State Highway Adviser.
B. F. Harris, Banker-Farmer, Champaign.
James P. Wilson, former State Highway Commissioner.
Charles Atkins, Director Illinois Department of Agriculture.
Edmund J. James. President University of Illinois.
E. Davenport, Dean of College of Agriculture, University of Illinois.
Frank S. Dickson, Adjutant General.
Col. Robert R. McCormick, commanding Ft. Sheridan.
General LeRoy T. Steward, Illinois Militia Reserve.
Col. James E. Stuart, Eleventh Infantry.
H. L. Lewis, President Illinois Rural Letter Carriers' Association.
Perkins Bass, President Cook County Real Estate Board.
William Butterworth, President Illinois Manufacturers' Association.
George H. Bird, President Chicago Automobile Trade Association.
Charles Herendeen, President Chicago Automobile Club.
Charles M. Hayes, President Chicago Motor Club.
S. N. Cann, President Chicago Typographical Union, No. 16.
Barney Cohan, State Director of Labor.
Foster S. Nima, President Hamilton Club of Chicago.
Frank I. Bennett, State Director of Public Works and Buildings.
George R. Jones, Four Minute Men.
Col. Frank L. Smith. Chairman Republican State Central Committee.
Ernest Hoover, Chairman Democratic State Central Committee.
Fred E. Sterling, former Chairman Republican State Central Committee.
Col. Frank A. Denison, Commanding 370th U. S. Infantry, (8th Illinois National Guard.)
John W. Eckhart, President Iroquois Club.
James J. Brady, former State Auditor.
Henry R. Rathbone, former President Hamilton Club of Chicago.
Jane Addams, Hull House, Chicago.

THIS ADVERTISEMENT PRINTED UNDER AUSPICES OF THE FOLLOWING: Chicago Automobile Trade Association, Chicago Motor Club, Chicago Automobile Club, Chicago Garage Owners' Association, Chicago Association of Commerce, Cook County Real Estate Board, Chicago Real Estate Board, Street Car Men's Union, Hamilton Club, Iroquois Club, Cook County Farmers' and Truck Gardeners' Assn., Blue Island Automobile Club, Associated Road Organizations of Chicago and Cook County.

This Statement was printed as advertising in Chicago Papers two days before the referendum.

TOWNSHIP HIGHWAY COMMISSIONERS IN ILLINOIS *(Continued)*

T. H. Gaumon, Iola.
G. C. Buoii, Edgewood.
C. W. McVeigh, Flora.
J. D. Ezell, Louisville.
P. P. Beal, Louisville.
Thurman Smith, Clay City.
A. B. Atchison, Louisville.
Jeff Colborr, Bible Grove.
Roy Walton, Clay City.
C. M. Prosser, Sailor Springs.

CLINTON

Robb G. Terry, Centralia.
Fred Heinzmann, Shattuc.
Chas. Hentz, Boulder.
Gerhard Sprehe, Hoffman.
William F. Houseman, Huey.
N. E. Baum, Carlyle.
George Schuchmann, Carlyle.
Peter List, Carlyle.
Edward T. Hoffmame, Beckemeyer.
Fred W. Beckemeyer, Carlyle.
Joseph Schlautmann, Germantown.
Martin Schonefeld, Breese.
Benj. Nordmann, Breese.
Frank Zinkel, Albers.
Adam Keilbach, Trenton.

COLES

Charles Parker, Oakland.
W. F. Winkleblack, Rardin.
Tim Whalen, Charleston.
W. V. Shrader, Humbolt.
Fred Aufdenkamp, Humbolt.
T. W. Nolls, Mattoon.
Charles F. Talbott, Charleston.
G. V. Moffett, Ashmore.
George W. Maxey, Charleston.
William Greeson, Lerna.
E. D. Litwillis, Etna.
W. E. Dole, Mattoon.

COOK

Fred C. Dettmering, Matteson.
Asa Dearborn, Riverside.
Fred W. Botterman, Roselle.
Charles Sahs, Oak Lawn.
Herman Garms, Arlington Heights.
Benj. H. Crandall, Worth.
Frank Appleyard, Glenview.
Henry Dreyer, Norwood Park.
Adam Keuch, Tinley Park.
Henry Roper, Palatine.
Dan'l Sullivan, Palos Park.
Henry Dinse, Hinsdale.
D. G. Gilly, Barrington.
John Clarke, Tinley Park.
Fred Siekman, 1636 Chicago Road, Chicago Heights.
Henry Aulwurm, Blue Island.
Julius J. Precht, Arlington Heights.
C. F. Cromer, Elgin.
Henry Schneider, Lemont.
Frank Gertz, Kolze.
Henry B. Koller, Willow Springs.
William Kruse, DesPlaines.
Herbert Scherer, Glencoe.
John E. Reusch, Niles.

CRAWFORD

John Dart, Oblong.
Wm. H. Price, Hutsonville.
D. W. Holderman, Hutsonville.
W. L. Martin, Palestine.
John E. Griswold, Robinson.
Frank Moody, Oblong.
N. C. Waggoner, Oblong.
Mel Parrott, Chauncey.
Elmer Moore, Flat Rock.
John Seaney, Flat Rock.

CUMBERLAND

B. A. Weaver, Greenup.
N. C. Spies, Greenup.
David Ellis, Neoga.
Henry Swidge, Segil.
Dumos Easton, Toledo.
J. D. Allenboy, Jewett.
Roy Nichols, Greenup.
J. A. Lansberry, Greenup.

DEKALB

M. E. O'Brien, DeKalb.
Wm. Reid, Waterman.
John Moser, Cortland.
Frank Fuller, DeKalb.
Alfred Benson, Kirkland.
J. W. Brown, Genoa.
Peter Paulson, Kingston.
John Letheby, Malta.
Geo. Thompson, Sycamore.
Simon Jordal, Lee.
R. B. Firkins, Shabbona.
Wm. H. Schule, Cortland.
H. B. Coy, Sandwich.
E. S. Ball, Shabbona.
W. R. Adee, Clare.
Frank Wood, Hinckley.
Edward Whipple, Sycamore.
Ben Arnold, Leland.

DEWITT

Frank Swiney, Farmer City.
W. S. Milton, Farmer City.
John Hurd, Wapella.
J. H. Kesecker, Wapella.
John Mobley, Waynesville.
E. L. Huffman, Waynesville.
Charley Morrison, Clinton.
N. C. Bean, Clinton.
C. M. Johnson, DeWitt.
Chas. L. Roben, Weldon.
George Harp, Lanes.
William Querfeld, Clinton.
C. N. Davidson, Kenney.

DOUGLAS

Jas. H. Davidson, Arcola.
J. H. Watson, Arcola.
Geo. Zeisz, Hindsboro.
Homer Cooper, Camargo.
Claus Harder, Garrett.
John Fry, Murdock.
H. J. McCown, Newman.
E. G. McDanel, Oakland.
A. M. Wright, Tuscola.

DUPAGE

L. H. Krage, Addison.
Henry Haberkamp, Roselle.
Fred Schick, Bartlett.
C. B. Patterman, West Chicago.
A. F. Mertz, Glen Ellyn.
Louis Reinke, Elmhurst.
Chas. K. Roe, Downers Grove.
Ernest Rott, Lisle.
John Schelling, Jr., Eola.

EDGAR

Chas. Milam, Redmon.
William Martin, Chrisman.
E. E. Fuqua, Vermillion.
Arlie Gough, Brocton.
O. S. Mason, Chrisman.
J. B. Sudduth, Paris.
R. D. Fulton, Paris.
U. B. Fitzpatrick, Kansas.
Frank Briston, Paris.
John L. Scott, Scottland.
Joseph Ellsberry, Chrisman.
Calvin LeMaster, Paris.
Walter Q. Calvin, Brocton.
J. E. Sanders, Paris.
James Van Sickle, Metcalf.

EDWARDS

Allen Stone, Albion.
Charles Marks, West Salem.
Jethro Gill, Albion.
Lewis Barber, Albion.
Sebastian Rigg, Browns.
G. H. Chalcraft, Ellery.
Finis W. Blackburn, Albion.
Fred Mode, Grayville.

EFFINGHAM

Samuel Yagow, Edgewood.
J. W. Finfrock, Altamong.
J. F. Younger, Maccasin.
Rudolph Bandelow, Beecher City.
W. H. Greider, Mason.
Clarence Wilmeth, Altamont,
Henry Schnuecke, Effingham.
J. H. Huffer, Shumway.
Chas. Horner, Watson.
S. B. Gillispie, Watson.
Henry Buhnekemper, Effingham.
Henry Laue, Jr., Teutopolis.
Wm. Schwartz, Dieterich.
John R. Field, Dieterich.
Anton C. Thoele, Teutopolis.

FAYETTE

Selby F. Bail, St. Elmo.
Cube Smith, Hagarstown.
C. B. Frailey, Herrick.
H. F. Austin, Ramsey.
Chas. F. Harris, Bingham.
Henry Morey, Shobonier.

TOWNSHIP HIGHWAY COMMISSIONERS IN ILLINOIS *(Continued)*

R. H. Smith, Farina.
A. F. Meyer, St. Peter.
Emory Hooper, Beecher City.
J. C. Campbell, Brownstown.
Alvin Tedrick, Vernon.
John E. Morrison, Ramsey.
W. L. Henry, Brownstown.
Walter M. Smith, Vandalia.
Chas. M. Cunningham, Vandalia.
Pearl Thompson, Vandalia.
A. H. O'Dell, Loogootee.
Wm. Richman, Vandalia.

FRANKLIN

Francis M. Todd, Benton.
Will Rogers, Benton.
Henry Roberts, Benton.
R. T. McAdoo, Thompsonville.
Frank Russell, West Frankfort.
Fred Frailey, Akln.
Wm. Winemiller, Whittington.
Sam Binkley, Frankfort Heights.
O. S. Martei, Sessar.
Henry McAfoos, Ewing.
J. N. Moore, Newkey.
Orien Bunkett, Christopher.

FORD

Elmer Down, Cabery.
Jas. R. Sutton, Kempton.
John T. Pearson, Piper City.
John Meikle, Piper City.
C. E. Breessle, Roberts.
J. S. Keener, Loda.
A. Buchholz, Melvin.
P. J. Leenerman, Sibley.
W. H. A. Yersman, Gibson City.
E. R. Thornton, Gibson City.
R. C. Park, Paxton.
John Parson, Clarence.

FULTON

J. E. Drummond, Marietta.
M. Heffron, Havana.
Ora Abbott, Flatt.
Harvey Cluny, Havana.
E. L. Boughman, Avon.
Madison Cleary, Lewistown.
O. U. Holt, Canton.
John Denny, Lewistown.
Jasper Bishop, Cuba.
R. W. David, Ipava.
R. S. Ewing, Avon.
Harry Brockley, Astoria.
R. T. Smith, Canton.
Lewis McCoughey, Ipava.
Wm. O'Bryant, Bryant.
A. J. Hale, Canton.
Geo. Hinderliter, Smithfield.
C. W. Utsinger, Flatt.
M. Smith, Ellisville.
Robert Raffles, Farmington.
R. A. Wheeler, Fairview.
J. H. Chenoweth, Table Grove.
L. S. Edie, Vermont.
Henry Bennett, Lewistown.
Walter McLaren, Astoria.
Floyd Fullmer, London Mills.

GREENE

Jasper Hopper, Athensville.
Ed Camerer, Eldred.
John Vaugn, Carrollton.
W. J. Perkins, Kane.
A. L. Dowdal, Carrollton.
W. R. Johnson, Patterson.
Wm. Henderson, Greenfield.
Sam McCracken, Roodhouse.
J. H. Harper, Greenfield.
Henry Pruett, Whitehall.
Fred Baker, Whitehall.
John Biogan, Carrollton.
L. H. Rafferty, Carrollton.

GRUNDY

H. P. Wicks, Seneca.
Harry Hoge, Morris.
Albert Patten, Minooka.
J. F. Stine, Morris.
W. S. Miller, Morris.
D. C. Growley, Seneca.
T. J. Higgins, Morris.
Jerry Plart, Coal City.
Fred L. Dix, Verona.
W. B. Hadden, Mazon.
Henry Glasgow, Gardner.
Edward Pierard, Coal City.
Joseph Clarke, Carbon Hill.
Wm. J. Vint, Kinsman.
Wm. Pfeiffer, Dwight.
A. L. Bookwalter, Gardner.
Walter Olroyd, S. Wilmington.

HAMILTON

W. G. Bennett, Dahlgren.
Carl Darnell, McLeansboro.
Nim Esthes, Dahlgren.
Frank Hood, McLeansboro.
M. A. Smith, Broughton.
Burse Carr, McLeansboro.
Zabe Pierce, McLeansboro.
Roy Summers, Broughton.

HANCOCK

J. E. Pettijohn, Augusta.
Joe Roberts, Plymouth.
Jackson Procter, Carthage.
George Miller, LaHarpe.
W. C. Lovitt, LaHarpe.
William Dickhut, Bowen.
C. B. Jones, Bentley.
William Daily, Carthage.
W. E. Simmons, Burside.
Alfred Blythe, LaHarpe.
O. H. Felgar, West Point.
George W. Sells, Basco.
G. T. Phipps, Carthage.
W. H. Sargent, Ferris.
Ernest Mendenhall, Dallas City.
L. Siegrist, Pontoosuc.
Philip Spory, Suter.
John W. Barnaby, Basco.
Harry Mekemson, Hamilton.
Edward Printy, Nauvoo.
Oscar Jones, Niota.
G. E. Bolt, Mallard.
Frank Buckert, Warsaw.
McKenzie Newton, Nauvoo.

HARDIN

W. T. Martin, Cave In Rock.
Wm. Drumm, Karbers Ridge.
Thomas Cawsent, Elizabethtown.
H. B. Riggs, Cave In Rock.

HENDERSON

A. D. Atkins, Raritan.
James Tierney, Media.
Wm. Campbell, Biggsville.
John Thompson, Kirkwood.
W. C. Boock, Little York.
Leonard Scheil, Oquawka.
Harry Morris, Gladstone.
T. R. Marshall, Stronghurst.
Leslie Lovitt, Stronghurst.
Geo. M. Dewein, Carman.

HENRY

Chas. Hamann, Osco.
Chas. Klavohn, Geneseo.
A. A. Funk, Cambridge.
Wm. J. Eyer, Annawan.
W. H. Miller, Colona.
Geo. W. Pobanz, Geneseo.
Joseph Vogl, Geneseo.
Peter VerKruyse, Geneseo.
E. T. Cain, Hooppole.
Herman Pobanz, Geneseo.
Frank Peterson, Geneseo.
Edward Oberle, Prophetstown.
S. C. McCurdy, Alpah.
S. H. Whitcomb, Woodhull.
P. H. Nelson, Bishop Hill.
Jonas Grannell, Galva.
Jay Mayhew, Kewanee.
Clarence Bloomberg, Lynn Center.
Bengt Anderson, Andover.
William Smith, Cambridge.
Henry C. Kuster, Galva.
H. M. Hawthorne, Kewanee.
Wm. Harsha, Orion.
Joe Greenwood, Jr., Hooppole.

IROQUOIS

J. H. Luebchow, Buckley.
Christ Scheiwe, Milford.
Wm. Cleary, Ashkum.
Chas. Winslow, Donovan.
Wm. Correll, Watseka.
George M. Brock, Clifton.
Leroy Stanley, Iroquois.
Tom O'Neill, Crescent City.
J. M. Janssen, Danforth.
W. T. Moore, Gilman.
Peter Coyer, Hoopeston.

TOWNSHIP HIGHWAY COMMISSIONERS IN ILLINOIS *(Continued)*

John Duits, Crescent City.
Anthony Thilmony, Loda.
Robert E. Rogers, Wellington.
John W. Schroeder, Martinton.
E. C. Fish, Watseka.
Ellsworth Benner, Milford.
John Elliot, Clifton.
D. R. Dowell, Onarga.
Aug. Ruebensam, Papineau.
Geo. Kidel, Cissna Park.
George Swartz, Wellington.
Thomas Hapenny, Onarga.
Scott Mason, Sheldon.
J. R. Frick, Stockland.

KNOX

William Beals, Galva.
C. L. Youngdail, Altona.
Gust Peterson, Oneida.
Arthur Robertson, Rio.
J. A. Sandquist, Victoria.
Frank E. Johnson, Altona.
O. S. Olson, Wataga.
Eli Hillagoss, Galesburg.
W. H. Machin, Willlamsfield.
Roy L. Stevens, Gilson.
D. K. Courter, Knoxville.
Geo. Swedlund, Galesburg.
John Barrett, Yates City.
Ben Taylor, Gilson.
W. A. Snyder, DeLong.
John McCracken, Abingdon.
Floren Berger, Yates City.
N. H. McGirr, Maquon,
Clark Bonham, London Mills.
I. T. Perry, St. Augustine.

KENDALL

Oliver Dranir, Oswego.
Geo. B. Raymond, Briscoe.
Wm. Erickson, Plano.
Aivin Keelogg, Yorkvllie.
J. Widney, Yorkville.
J. Sherman Budd, Willbrook.
Gco. Peterson, Winooka.
Wm. Barron, Neward.
Wilks S. Widley, Neward.

KANKAKEE

Henry Molthan, Grant Park.
A. H. Cyrier, Grant Park.
Vern E. Beedy, Manteno.
Louis Lamarre, Manteno.
Benj. Stallcup, Momence.
S. B. Croman, Momence.
John Haymond, Bourbonnais.
Fred Goodknecht, Kankakee.
A. F. Ruder, Essex.
C. E. Gray, St. Anne.
Albert Dummontelle, St. Anne.
C. J. Smith, Aroma Park.
Chas. Rahn, Chebanse.
F. L. Mau, Herscher.
Geo. McGinnis, Reddick.
W. C. Burreli, Kankakee.

KANE

J. N. Reckinger, Aurora.
John Nelson, Batavia.
G. S. Dick, Big Rock.
A. G. Kent, Elburn.
John Fathergill, Burlington.
Arthur Bolcum, St. Charles.
John E. Boncosky, Dundee.
Charles H. Burnidge, Elgin.
A. J. Kautz, Geneva.
Ed Rcam, Hampshire.
C. D. Ames, Kaneville.
H. J. Rohrsen, Hampshlre.
Preston Bellows, Gilberts.
S. W. Clark, St. Charles.
S. H. Rollins, Sugar Grove.
Preston A. Keefe, Maple Park.

JERSEY

Gus Gray, Jerseyville.
Dean Hickman, Delhi.
Geo. W. Ruyie, Kemper.
Wm. H. Ochler, Delhi.
Geo. C. Frazer, Dow.
W. W. Gearlng, Crafton.
A. J. Dabbs, Crafton.
Chas. King, Fieidon.
J. K. Cadwallader, McCiusky.
Henry Harmon, Jerseyville.
R. H. Bethel, Otterville.

JEFFERSON

Squire Dycus, Ashley.
Max Skortz, Sheller.
F. F. Bond, Woodlawn.
John F. Bradford, Mt. Vernon.
G. C. Black, Bonnie.
G. W. McKinney, Texico.
H. E. Sandy, Bluford.
L. A. Baldridge, Woodlawn.
William Summers, Mt. Vernon.
Geo. W. Bean, Mt. Vernon.
James Epperson, Bellerlve.
Frank Johnson, Bellerlve.
R. J. Adams, Bonnle.
Charles Duncan, Dix.
N. E. Walker, Woodlawn.
John W. Been, Bluford.

JOHNSON

Walter Russeil, Goreville.
C. M. Davis, Buncombe.
J. C. Flle, Cypress.
J. C. Webb, Tunnel Hill.
T. G. Taylor, Vienna.
O. B. Horriss, Vienna.
John Smith, Parker City.
W. O. Hardin, Simpson.
T. B. Shelton, Grantsburg.
Jess Casper, Belknap.

JO DAVIESS

F. M. Wlnons, Apple River.
Harry Dixon, Mt. Carroll.
Thos. H. Temperly, Scales Mound.
J. Sylvester Llddle, East Dubuque.
Geo. F. Heer, Hanover.
Jas. M. Dower, Galena.
Wm. Allen, Elizabeth.
Louis Werner, Scales Mound.
Jas. E. Craig, Hanover.
Harman Schonhoff, East Dubuque.
John Mahoney, Warren.
John Block, Massbach.
D. L. Norris, Galena.
J. B. Schuler, Galena.
L. C. Berryman, Stockton.
R. H. Perry. Scales Mound.
Napoleon Clay, Stockton.
L. M. Schultz, Elizabeth.
John Marrley, Galena.
Chas. Ycager, Kent.
O. H. Hasley, Warren.
Henry Appuhn, Galena.
P. Murphy, Woodblne.

JASPER

M. A. Romack, Newton.
Ed Monroney, Yale.
Marion Kilgoe, Rose Hill.
John Wilson, Jewett.
D. B. Whitehurst, Wheeler.
F. E. Drake, Winterrowd.
Henry C. James, Bogota.
G. E. Brothers, West Liberty.
Jas. R. Ciark, Ste. Marie.
R. C. Funkhouser, Willow Hill.
Frank Balley, Hunt.

JACKSON

L. L. Kinmel, Elkville.
O. H. Porter, Vergennes.
J. T. Hayes, Ava.
H. W. Underwood, Ava.
A. A. McCord, De Soto.
John Hines, Murphysboro.
A. B. Harronff, Murphysboro.
Ellis McBride, Ava.
John Parks, Cora.
Floyd Brown, Carbondale.
W. S. Hinchcliff, Murphysboro.
Quin Sickler, Gorham.
Wm. Walther, Jacob.
Chas. Oliver, Makanda.
H. H. Inman, Pomona.
James Hudson, Grand Tower.

LAKE

Frank Dunn, Antloch.
Geo. P. Renchan, Round Lake.
Chas. Stickney, Zion City.
Wm. Hobsln, Barrington.
John Freberg, Highland Park.
Fred Grimm, Lake Zurich.
Fellx O'Boyle, Fox Lake.
Geo. McCredie, Lake Vllia.
E. L. Davis, Libertyviile.
Frank Shea, Wadsworth.

TOWNSHIP HIGHWAY COMMISSIONERS IN ILLINOIS *(Continued)*

Matt Atkinson, Lake Bluff.
Stanley F. Foote, Prairie View.
John Thomas, Libertyville.
Wm. Tonigan, Waukegan.
A. L. Crabtree, Wauconda.
John Coralon, Deerfield.
M. C. Wirty, Area.

LA SALLE

Geo. E. Thompson, Leland.
Oscar Strobel, Ransom.
George Darby, Seneca.
Albert Gay, Streator.
Harry DeBolt, Ottawa.
G. A. Hornung, Grand Ridge.
John Weldon, La Salle.
John J. Quinn, Streator.
Wm. Torman, Earlsville.
John Schafer, Tonica.
John Kummer, Ottawa.
H. M. Glazier, Grand Ridge.
Frank E. Rawling, Earlville.
Frank Kates, Grand Ridge.
P. E. Gray, Rutland.
T. E. Philips, Lostant.
Henry Bierborn, La Salle.
W. E. Bosworth, Marseilles.
William Schmitz, Mendota.
Otto Kaminky, Earlville.
C. T. Hougas, Seneca.
Carl Jacobson, Sheridan.
Frank Boiden, Sheridan.
S. C. Davis, Mendota.
Geo. S. Miller, Ancona.
Michael Kerrigan, Ottawa.
Henry Benckendorf, Streator.
Louis Leittl, Peru.
James Adamson, Tonica.
Geo. M. Finkle, Marseilles.
C. A. Bernard, Serena.
Robert F. Heth, Ottawa.
Ira Geft, Troy Grove.
Edward Flynn, Utica.
John Bodnum, Tonica.
William Murray, Ottawa.
John A. Hanley, Utica.

LAWRENCE

B. B. Vance, Vincennes, Ind.
Ben Meddaugh, Bridgeport.
C. E. Jones, Lawrenceville.
Michael Diebold, Sumner.
Geo. Gray, Lawrenceville.
Wm. Philbert, Lawrenceville.
Geo. Starkman, Sumner.
E. L. Gray, Sumner.
R. C. Allee, Birds.

LEE

Martin Hall, Steward.
L. W. Entarf, Amboy.
Clifford Knapp, Ashton.
Chas. Wagner, Ashton.
John Fassig, W. Brooklyn.
Horace Dysart, Franklin Grove.
James Penny, Dixon.
Geo. B. Rogers, Ohio.
W. E. Hopkins, Walnut.
F. E. Sueallwood, Harmon.
Hiel Brunson, W. Brooklyn.
Wm. McCoy, Walton.
Peter McCollough, Sublette.
Scott Morris, Franklin Grove.
Thos. F. Drew, Dixon.
Martin H. Lenox, Dixon.
J. M. Nealis, Steward.
F. R. Fuestman, Dixon.
John R. Oester, Sublette.
Frank Krauer, W. Brooklyn.
H. L. Rhoads, Compton.
Phil Niebergail, Pawpaw.

LIVINGSTON

John Hanson, Flanagan.
F. S. Cookhill, Fairbury.
John Wolf, Odell.
Hiram Fortna, Forrest.
Aaron Forney, Graymont.
Louis Gibbs, Gridley.
Wm. Louden, Long Point.
L. C. Brinkman, Graymont.
Chanuncey Street, Pontiac.
Gunder Mitchell, Rowe.
Arch Winters, Cornell.
H. M. Reed, Pontiac.
M. H. Ruddy, Blackstone.
Geo. Holland, Manville.
F. A. Hall, Fairbury.
David Law, Fairbury.
Frank Kennedy, Pontiac.
Wm. Ringler, Strawn.
Sam Metz, Fairbury.
Geo. E. Noel, Saunemin.
Lincoln Telford, Emington.
A. B. Terwillegar, Dwight.
Walter Quinn, Strawn.
Wm. Hanna, Chatsworth.
T. G. Flessner, Charlotte.
Wm. Fraher, Culiom.
Robb Gaston, Emington.
Geo. Pritchard, Dwight.
W. B. Doran, Dwight.

LOGAN

J. W. Birks, Latham.
Francis Wilson, Latham.
Fred Gulso, Chestnut.
Daniel McDonald, Beason.
John A. Cheek, Atlanta.
B. H. Keck, Mt. Pulaski.
Peter Sandel, Lincoln.
D. E. Curry, Lincoln.
J. C. Hawes, Atlanta.
C. E. Sherbondy, Elkhart.
John Hanahan, Broadwell.
Louis Baker, Lincoln.
Elmer Musgrove, Hartsburg.
Peter Lucas, Elkhart.
G. L. Ogilvie, Middletown.
Chas. H. Lohrenz, New Holland.
Edgar Woll, San Jose.

MACON

W. B. Montgomery, Maroa.
O. B. Jennings, Boody.
A. J. Conover, Decatur.
Fred Heinle, Argenta.
J. G. Leonard, Decatur.
W. H. Weaver, Decatur.
J. A. Brown, Warrensburg.
G. E. Florey, Casner.
R. L. Moyer, Maroa.
L. B. Dickson, Dalton City.
W. F. Broughton, Mt. Zion.
W. H. Erisman, Illiopolis.
T. F. Wheeler, Oakley.
Henry Botoner, Blue Mound.
Henry Kemmerly, Macon.
Edgar M. Hill, Decatur.
F. C. Betzer, Argenta.

MACOUPIN

W. H. Schultz, Staunton.
Chas. Rademacher, Mt. Olive.
Chas. Anderson, Hornsby.
C. J. Mitchell, Carlinville.
E. J. McIntyre, Carlinville.
Walter Klaus, Atwater.
B. T. Jennings, Girard.
J. T. Ebers, Virden.
David Kirkwood, Bunker Hill.
Frank Drury, Gillespie.
Wm. Tolbert, Carlinville.
Herman Lehmann, Carlinville.
Albert F. Lott, Carlinville.
Walter Rees, Girard.
A. H. Mercer, Bunker Hill.
T. J. Kelley, Plainview.
John Meyers, Chesterfield.
T. E. Joiner, Hettick.
W. E. Ritchie, Palmyra.
Albert Ross, Palmyra.
C. C. Schmidt, Brighton.
Robert McCormick, Shipman.
Jas. W. Hall, Chesterfield.
Geo. Holmes, Greenfield.
Wm. Finney, Greenfield.
J. S. Hart, Scottville.

MADISON

F. W. Brummworth, Alhambra.
Edw. Kieppisch, Collinsville.
Len Southard, Mitchell.
Argalus Stubbs, Edwardsville.
Wm. Whyers, Upper Alton.
Henry Weisemann, Edwardsville.
Dwight Roberts, Godfrey.
Louis Monken, Highland.
Joe Schafer, Edwardsville.
John Schmidt, Troy.
Jacob Raeber, Grantfork.

TOWNSHIP HIGHWAY COMMISSIONERS IN ILLINOIS *(Continued)*

H. L. Gottenstrader, Marine.
Henry Emde, Moro.
Geo. Bauer, New Douglas.
F. H. Strackeljohn, Granite City.
Wm. Salter, Alhambra.
Christ Bunte, Worden.
Henry Schiemer, Edwardsville.
Nick Raeber, Highland.
Jacob Hug, St. Jacobs.
A. A. Berger, Granite City.
Hei Helens, East Alton.

MARION

C. E Rainey, Alma.
Frank Harker, Odin.
W. E. Shaw, Walnut Hill.
A. D. Nichols, Alma.
Orville Gaston, Carter.
Sam Barksdale, Iuka.
W. C. Soldner, Kinmundy.
Marion Shaefer, Kinmundy.
Lee Southword, Iuka.
Geo. Jett, Odin.
J. J. Blankenship, Patoka.
J. M. Morfleet, Dix.
H. D. Meader, Iuka.
Geo. W. Williams, Salem.
W. F. Schaffnit, Sandoval.
J. E. Boynton, Salem.
C. A. Donoho, Tonti.

MARSHALL

I. L. Davis, Toluca.
C. A. Axline, Wenona.
Gus Bade, Varna.
B. S. Harper, LaRose.
Ed M. Owen, Wilburn.
Glenn Strawn, Lacon.
W. H. Bell, Henry.
John Hanley, Lacon.
Richard Hays, Sparland.
Wm. Daniels, Henry.
Chas. Salisbury, Henry.
L. E. Root, Edelstein.

MASON

H. Wetzel, San Jose.
J. H. Kelth, Bath.
Arthur Gilmore, Manito.
Ed Horn, Easton.
John Flaharty, Saidora.
L. H. Menke, Havana.
Ed Ewers, Mason City.
Clyde Wallace, Kilbourne.
G. W. Scarcliff, Manito.
Chas. Roll, Mason City.
Hernian Boeck, Mason City.
John McCarty, Havana.
Del Heater, Easton.

MASSAC

A. Windle, Unionville.
Chas. Speck, New Columbia.
Ed. Lambert, Joppa.
H. C. Williams, Metropolis.
Will Reed, Metropolis.

McDONOUGH

W. S. Heaton, Vermont.
Wm. Hutchins, Bushnell.
James Derry, Adair.
Charles McElvain, Bushnell.
C. H. Krelder, Prairie City.
Luther Fowler, Industry.
Hudson Crabb, Macomb.
W. C. Sanders, Good Hope.
Hugh Stoneking, Birmingham.
Frank Bonn, Macomb.
Rial Irish, Colchester.
Phillip Lewis, Macomb.
L. E. Smith, Sciota.
Randolph Kennedy, Plymouth.
Harry Dorothy, Tennessee.
Clinton Parish, Colchester.
G. P. Whittaker, Blandinsville.

McHENRY

Harry Dunbar, Marengo.
B. R. Olcott, Marengo.
Thomas Green, Harvard.
E. F. Comwell, Harvard.
E. C. Hammond, Alden.
C. R. Cooney, Woodstock.
Henry A. Russel, Marengo.
Chris Fritz, Union.
John F. Weltzien, Huntley.
F. W. Hartman, Ridgefield.
O. Havang, Woodstock.
D. M. Weter, Hebron.
Henry Vogel, Richmond.
Howard Siedschlag, Spring Grove.
John Boyle, McHenry.
John Pierson, Crystal Lake.
Ed Wallace, Cary Station.

McLEAN

E. I. Gardner, Heyworth.
James G. Anderson, Weston.
Chas. H. Disher, McLean.
E. A. Miller, Carlock.
Alonzo Flesher, Lexington.
A. C. Gerling, Bloomington.
Homer Caton, Standford.
Wm. Hunter, Saybrook.
Chas. Paxton, Arrowsmith.
Chas. E. Dance, Ellsworth.
Ollo Prahm, Barnes.
Stephen C. Wheeler, Covel.
A. J. Abrams, Hudson.
Chas. Straul, Normal.
E. F. Mitchell, Lexington.
J. W. Rozhart, Chenoa.
J. M. Reynolds, Colfax.
H. H. Thedens, Anchor.
Geo. W. Van Ness, McLean.
John Fitzgerald, Cooksville.
Lee Fuller, LeRoy.
Gilbert Reeves, Gridley.
Oren Orendortt, Bloomington.
T. A. Campbell, Bellflower.
Samuel Stavbus, Danvers.
J. C. Casey, Heyworth.
D. H. Kent, Cropsey.
Henry Knapple, Danvers.
Henry Meyers, Colfax.
J. J. Stack, Bellflower.

MENARD

Wm. A. Banister, Fancy Prairie.
Geo. Winterbaner, Fancy Prairie.
James M. Edwards, Greenview.
W. D. Power, Athens.
J. C. Page, Atterberry.
R. V. Stowell, Petersburg.
J. W. Honghton, Petersburg.
Robt. Armstrong, Petersburg.

MERCER

Roy E. Shover, North Henderson.
O. E. Eustrom, New Windsor.
Chas. Clark, Sherrard.
Roy E. Campbell, Norwood.
J. B. Fender, Viola.
Jas. Carver, Pre-emption.
Wilber Peters, Aledo.
J. D. Fender, Aledo.
Geo. Albertson, Aledo.
Orville Henry, Seaton.
Frank Haas, Millersburg.
Ira E. Green, Aledo.
Cecil Clark, Keithsburg.
J. F. Mattson, New Boston.
John Hallman, Muscatine.

MONROE

Joseph Huber, New Athens.
Frank Einwich, Waterloo.
Ralph Reid, Red Bud.
Adam Bran, Waterioo.
Charles Leiser, Columbia.
Gerhardt Bowin, Waterioo.
Fred Johanning, Waterloo.
Joseph Krebel, Prairie du Rocher.
Fred Reichmann, Valmeyer.
Gus Ripplemeyer, Valmeyer.

MONTGOMERY

John Peiper, Rosamond.
John Charney, Farmersville.
John A. Wallis, Butler.
W. T. Roberts, Coffeen.
Amos Snooks, Fillmore.
W. W. Root, Panama.
James A. Sanders, Harvel.
Chas. Tenison, Hillsboro.
C. A. Grantham, Irving.
Jesse R. Gipson, Nokomis.
Robert Roberson, Litchfield.
Frank Baker, Waggoner.
Ira Doyle, Raymond.
Henry Theen, Nokomis.
James H. Ryan, Litchfield.
Louis Nelman, Walshville.

We Can Build Any Road

26 years of experience in Illinois, Iowa, Missouri and Minnesota

We have done a large amount of work for Santa Fe, Rock Island and Burlington Railroads

We ship Crush Stone for building and road work and Limestone Screenings for agricultural purposes

CAMERON, JOYCE & CO.

RAILROAD AND GENERAL CONTRACTORS

17 South Seventh Street Keokuk, Iowa



On the Main Thoroughfare, Opposite Postoffice
EUROPEAN PLAN

HOTEL PFISTER
FIREPROOF

Milwaukee's Distinctive Hotel

Rates: $2.00 per day and up
Gentlemen's Electric Grill—Service a la Carte, 12-2 and 5-8 P. M.
CAFE—Popular Priced Noon Luncheon

If here for the day only, we cordially invite you to make use of our various facilities as follows:

PUBLIC ROOMS
BARBER SHOP

Turkish and Russian Baths, Manicure Parlors, Modern Equipped Garage, Touring Information and Stenographic Service.

TOWNSHIP HIGHWAY COMMISSIONERS IN ILLINOIS *(Continued)*

C. L. Armentrout, Irving.
Willis Corlew, Raymond.

MORGAN

John M. Stice, Ashland.
W. W. Young, Litterberry.
Douglas Turley, Jacksonville.
Geo. W. Nortrup, Chapin.
Chas. Schlieker, Meredosia.
A. W. Jewsbury, Jacksonville.
John W. McDonald, Jacksonville.
John Snyder, Alexander.
Wm. Rees, Franklin.
John Wilkson, Woodson.
S. B. Jones, Murrayville.
Marion D. Spires, Franklin.
F. G. Jolly, Waverly.

MOULTRIE

J. E. McKown, Sullivan.
H. M. Duvall, Lovington.
Walter Jones, Arthur.
T. J. Stapleton, Lake City.
Geo. McLaughlin, Bethany.
Farley Young, Allenville.
Ira Ballard, Sullivan.
G. C. Garrett, Gays.

OGLE

William Paul, Brookville.
Benj. W. Good, Polo.
Wm. H. Dillon, Byron.
Chas. S. Pegg, Creston.
Elmer Case, Polo.
W. P. Graham, Rochelle.
Henry Frey, Forreston.
Daniel Wakenight, Dixon.
Charles Hunt, Ashton.
Chester G. Pyper, Leaf River.
D. M. Deihl, Forreston.
William Somers, Lindenwood.
Sam Carmichael, Stillman Valley.
Geo. Stukenburg, Forreston.
Geo. H. Crill, Monroe Center.
C. F. Tice, Mt. Morris.
John Conway, Oregon.
Geo. W. Fisher, Oregon.
Wm. H. Powell, Polo.
Charles Dailey, Chana.
Robert Seal, Byron.
Geo. Zimmerman, Davis Junction.
Fred Ertmoed, Oregon.
Allen Reints, Kings.
John F. Beck, Woosong.

PEORIA

W. H. Erford, Trivoli.
W. I. Saunders, Elmwood.
Thos. A. Day, Brimfield.
Fred Jones, Laura.
Frank Baker, Glasford.
T. C. Brooks, Glasford.
John May, Hanna City.
Chas. Witherall, Princeville.
John Buchanan, Princeville.
Peter McNeil, Mapleton.
W. F. Lane, Peoria.
S. A. D. Burdott, Peoria.
Henry Graze, Dunlap.
John Oertley, Princeville.
James Eaton, Ayres Ave., Peoria.
Robert Wilson, Peoria.
L. M. Holmes, Mossville.
A. H. Bristol, Chillicothe.
Fred Secton, Chillicothe.
S. W. Eckley, Com. Public Works, Peoria.

PERRY

Fred Corgan, Tamaroa.
Wm. Pierce, Tamaroa.
Hugh Norris, Duquoin.
Mox Nehring, Tamaroa.
Henry Uhles, Pinckneyville.
Henry House, Pinckneyville.
Nich Gill, Pinckneyville.
Otto Young, Pinckneyville.
Reuben Cottam, Cutler.
Hugh McGill, Sandwich.
R. H. Fulton, Pinckneyville.
J. C. Behnkes, Willisville.

PIATT

Thos. J. Martin, Monticello.
Otis Wiggins, Bement.
Geo. B. Lawrence, Lintner.
Elmer Eskridge, Hammond.
Chas. Doane, Cisco.
M. F. McMillen, Deland.
Wm. Vanderwort, Mansfield.
W. L. Alexander, White Heath.

PIKE

W. A. Reathaford, Chambersburg.
C. E. Mullins, Valley City.
Thomas Wade, Florence.
Allen Johnston, Pearl.
John Grieve, Perry.
Willard Nesbit, Griggsville.
Charles Manker, Pittsfield.
L. L. Cuningham, Nebo.
Neal Sutton, Nebo.
J. A. Gleckler, Baylis.
W. A. Moore, Baylis.
J. P. Ducey, Pittsfield.
Alonzo Lyman, Pittsfield.
T. P. Johnson, Rockport.
George C. Rusk, Barry.
Joseph Losch, El Dara.
Henry Daniels, Rockport.
Anton Smith, Rockport.
John Bonnifield, Barry.
Clarence Dolbeare, New Canton.
George Wasson, Hull.
Carl Gunlock, New Canton.
J. H. Peters, Hull.

POPE

Chas. Holloman, Lusk.
Jack Trammel, Eddyville.
Vern Broadway, Raum.
Milo Landerdale, Golconda.
Thomas Landerdale, Golconda.
Frank J. Werner, Golconda.
James Pryer, New Liberty.
Ernest Walter, Eddyville.
John Lawrence, McCormick.
D. W. Smith, Golconda.
Joseph Buchanan, Eddyville.

PULASKI

James Bonner, Villa Ridge.
J. O. Essex, Pulaski.
Henry Hoffner, Wetaug.
H. R. Barber, Grand Chain.
W. C. Mason, America.
W. H. Ashbaugh, Mound City.
R. E. Cunningham, Mound.
W. H. Aldred, Pulaski.
Jas. Kelley, Ullin.
N. L. Langston, Wetaug.
Sim Taylor, Olmsted.

PUTNAM

W. L. Bumgarner, McNabb.
Matt Hansen, Hennepin.
A. J. Sherman, Granville.
C. O. Read, Putnam.

RANDOLPH

S. A. Hemphill, Coulterville.
W. J. Montgomery, Sparta.
John Uffelmann, Steeleville.
Herman Huch, Welga.
James Hutchison, Houston.
Herbert Beattie, Schuline.
Henry F. Bockhorn, Chester.
Rudolph Zang, Chester.
David Ohms, Evansville.
James F. Horgis, Fort Gage.
Wm. Busche, Red Bud.
Anton Wiegard, Modoc.
Fred J. Wierchem, Prairie Du Rocher.
Henry Kriete, St. Marys, Mo.
Norris McBride, Baldwin.
W. H. Leming, Baldwin.
Joseph Horrell, Evansville.
W. C. Moore, Percy.
August Reichmann, Chester.

RICHLAND

Henry Greider, Claremont.
J. N. Cawley, Dundas.
W. H. Smith, Noble.
Wm. Nood, Noble.
E. A. Philip, Olney.
J. C. Martin, Claremont.
C. D. Preston, Calhoun.
A. C. Brown, Olna.
J. H. Anderson, Noble.

ROCK ISLAND

Jesse W. Reynolds, Cordova.
Fred Fillmer, Hillsdale.
N. B. Marshall, Hillsdale.
Alfred Mead, Port Byron.
Charles Samuelson, Port Byron.



MAP of
$60,000,000 Bond Issue
Roads.

Numbers Indicate
Through Routes as
Provided in Law.
(See Pages 103 to 109.)

TOWNSHIP HIGHWAY COMMISSIONERS IN ILLINOIS *(Continued)*

Peter W. Keily,
1421—18th St.,
East Moline.
Henry Raithel,
30th Street Road,
Rock Island.
T. W. Matthews,
Milan.
William Woolley, Sr.,
Coal Valley.
W. W. Wilson,
Orion.
Wm. J. Hutchinson,
Milan.
Adolph Dunlap, Sr.,
Taylor Ridge.
Albert Guyer,
Milan.
Elmer France,
Illinois City.
W. L. McGreer,
Muscatine, Ia.

SANGAMON

Samuel Day,
Springfield.
T. J. Kirby,
Illiopolis.
J. T. Hensey,
New Berlin.
Harry E. Pickrell,
Lanesville.
A. H. Hughes,
Loami.
John Reynoids,
Loami.
P. L. Hall,
Mechanicsburg.
August Kumle,
New Berlin.
W. T. Scott,
Pawnee.
Milton Green,
Rochester.
A. T. Miller,
Farmingdale.
W. H. West,
Auburn.
P. S. Miller,
Toronto.
C. J. Mulcahey,
Buffalo Hart.
William McCubbin,
Pleasant Plains.
John Lowe,
Chatham.
Charles A. Werner,
Springfield.
George F. Fling,
Custer.
Charles Finley,
Rochester.
T. O. Davis,
Curran.
W. O'Keefe,
Glenarm.
M. Conboy,
Cantrall.
George W. Sponsler,
Springfield.
D. A. Brian,
Lowder.
L. B. Claypool,
Buffalo Hart.
Lon Moore,
Springfield.

ST. CLAIR

C. C. Mees,
Caseyville.
Frank Comment,
Edgemont Sta.,
East St. Louis.
Jos. Cookson,
Centerville Sta.
John G. Hoff,
Mascoutah.
Anton Sandheinrich,
St. Libory.
H. Aug. Fritz,
Freeburg.
S. B. Padfield,
Summerfield.
Fred W. Wasem,
Lenzburg.
Geo. Pflasterer,
Marissa.
Nicholas Friederich,
Mascoutah.
Jacob Eckert,
Millstadt.
Aug. Schlueter,
Freeburg.
Edward Hobein,
O'Fallon.
Fred Stenzel,
New Athens.
Edward Renois,
O'Fallon.
William P. Kuntz,
Smithton.
Wm. B. Boul,
Belleville.
Peter Vogt,
Belleville.
John F. Adelsberger,
Dupo.

SALINE

Henry Hicks,
Galatia.
W. A. Cowger,
Galatia.
Calvin Gogue,
Galatia.
A. J. Handcock,
Carrier Mills.
James Middleton,
Stonefort.
Ray Baker,
Eldorado.
John P. Wesley,
Raleigh.
C. S. Wills,
Harrisburg.
John Reed,
Mitchellsville.
J. N. Young,
Eldorado.
E. E. Bramlet,
Eldorado.
J. M. Bourland,
Equallty.
D. M. Hull,
Eagle.

SCHUYLER

Frank Lambert,
Rushville.
Jno. F. Snyder,
Littleton.
J. R. Higgins,
Birmingham.
Wm. Allen,
Birmingham.
Geo. Eifert,
Huntsville.
Casper Katzenberger,
Camden.
Chas. Eifert,
Rushville.
Volney Sanford,
Rushville.
C. W. Fowler,
Baden.
James F. Kelly,
Sheidons Grove.
Herman Rebman,
Frederick.
Chas. B. Ward,
Frederick.
John Clark,
Rushville.

SCOTT

Joseph Geiger,
Manchester.
Oscar Seillebrew,
Glasgow.
W. E. Overton,
Winchester.
Thos. Hamilton,
Winchester.
Charles Slagle,
Winchester.
Bert Chrisman,
Merritt.
Stonewall J. Sawyers,
Bluffs.

SHELBY

Ed Morgan
Oconee.
J. F. Bennett,
Herrick.
Hodge Gutherie,
Herrick.
Wm. G. Schock,
Tower Hill.
Mathias Maurer,
Tower Hill.
Frank Hartman,
Assumption.
Jno. L. Hewer,
Moweaqua.
Dudley Count,
Cowden.
Fred Wakefield,
Lakewood.
E. A. Schwenker,
Shelbyville.
A. L. Henry,
Shelbyville.
John Foliy,
Moweaqua.
E. R. Harper,
Moweaqua.
Bert Lewis,
Mode.
D. E. Elliott,
Shelbyville.
C. S. Weich,
Findiay.
J. R. Snapp,
Findiay.
A. H. Storm,
Windsor.
J. W. Small,
Strasburg.
W. R. Willlams,
Strasburg.
Henry Boldt,
Trowbridge.
Jno. L. Storm,
Neoga.
Henry Fromme,
Sigel.

STARK

John Dunne,
Bradford.
H. L. Leadley,
Wyoming.
Herschel Hollis,
Wyoming.
Glenn Beall,
Tonlon.
Wm. McGuire,
Tonlon.
Frank Riggins,
Neponset.
C. F. Catton,
Tonlon.
F. E. Winans,
Lafayette.

STEPHENSON

Frank McIlhattan,
Pearl City.
D. L. Mitchell,
Pearl City.
Henry Ruthe,
Freeport.
John Gitz,
Freeport.
Wm. Shockey,
Ridott.
Tom Fawver,
Ridott.
Erwin Richards,
Lena.
J. I. Wilfong,
Eleroy.
Wm. Coomber,
Kent.
Harry Royes,
Lena.
John Snyder,
McConnell.
H. C. Bolender,
Cedarville.
Fred Fluegel,
Dakota.
J. J. Schaefer,
Rock Grove.
John A. Bridge,
Orangeville.
Wm. Steer,
Winslow.

TAZEWELL

William Curits,
Delavan.
John Ripper,
Pekin.
Joe Bolliger,
Deer Creek.
Elmer Mitchell,
Delavan.
Jacob Eicher,
Tremont.
John Schieder,
Pekin.
Casper Hulse,
Washington.
Samuel Huette,
Peoria.
W. E. Darnall,
Armington.
William Thornton,
Hopedale.
Joseph Hodel,
Minier.
Clyde Woodrum,
Mackinaw.
J. J. Schilpp,
Delavan.
W. L. Strunk,
Morton.
Adolph Nierstheimer, Jr.,
Pekin.
D. S. Fisher,
Green Valley.
C. F. Hermann,
Manito.
David Plattner,
Tremont.
LeRoy Smith,
Washington.

UNION

Monroe Landis,
Tick Creek.
John Elam,
Dongola.
Thomas Beggs,
Dongola.
Geo. Gurley,
Cobden.
S. E. Coonce,
Anna.
Chas. Bamhart,
Anna.
A. B. Cauble,
Alto Pass.
Harry Morgan,
Jonesboro.
Geo. Morgan,
Jonesboro.

VERMILION

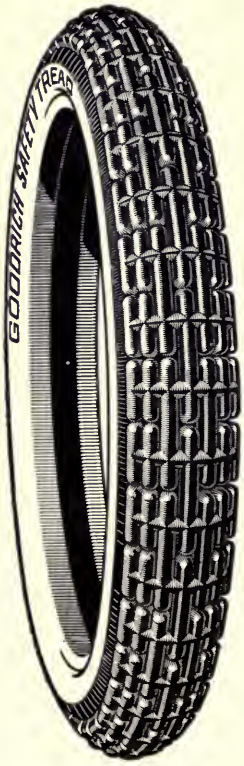
Rob White,
Jamesburg.
James M. Shaw,
Rankin.
James I. Sundusky,
Catlin.
W. W. Gibbs,
Indianola.
Paul Atherton,
Danville.
Wm. Henderson,
Ridgefarm.
Wm. A. Cooper,
Hoopston.
Peter Glodkowski,
Westville.

Good Roads—



Build Up Markets

Bring Your Friends Closer



Promote Prosperity

Make You Happy

Are Best in the Long Run

Boost Them

***The* B. F. Goodrich Rubber Co.**

AKRON OHIO

Makers of *The Best* in Rubber

TOWNSHIP HIGHWAY COMMISSIONERS IN ILLINOIS *(Continued)*

Joseph Warters, Jamaica.
Russell Rook, Ridgefarm.
Harrison King, Georgetown.
E. L. Hunt, Potomac.
J. W. Justice, Danville.
J. A. Saults, Oakwood.
G. F. Davis, Collison.
Carl Claypool, Rossville.
John Green, Sidell.
H. A. Sullivan, Fairmount.

WABASH

C. W. Boyles, Allendale.
John A. Stoiz, Lancaster.
L. E. Groff, Belmont.
John S. Bruce, Keensburg.
C. M. Crum, Friendsville.
Peter Epler, Belmont.
Robert Woolard, Mt. Carmel.

WARREN

Olof Olson, Avon.
John M. Ewing, Berwick.
J. M. Mellican, Cameron.
Edward Hanson, Monmouth.
Harry H. Adcock, Galesburg.
E. A. Cunningham, Roseville.
H. S. Malcolm, Roseville.
S. K. Weakley, Cameron.
C. M. Borford, Monmouth.
W. J. Miller, Gerlan.
R. A. Daves, Roseville.
Tanior Johnson, Smithshire.
Sam Murray, Kirkwood.
John M. Lee, Monmouth.
W. J. Bond, Little York.

WASHINGTON

J. W. Koenigsmark, Ashley.
J. T. Lane, Nashville.
Frank Mierkowskl, Du Bois.
Fred Pruehsner, Nashville.
Peter Szabelskl, Du Bois.
Ed Hake, Hoyleton.
F. H. Weber, Richview.
Herman Vortmann, Venedy.
Mike Juenger, Coulterville.
F. G. Moeller, Nashville.
Chas. Bailey, Oakdale.
F. W. Weeks, Okawville.
Edward Grote, Oakdale.
Emil H. Helms, Nashville.
George F. Reed, Richview.
Henry Adderholt, Venedy.

WAYNE

H. J. Fatherll, Xenia.
P. C. Keen, Orchardville.
Paul Wilner, Johnsonville.
Wm. Cunningham, Rinard.
G. L. Brach, Cisne.
Eli Hibble, Cisne.
Elwell Holman, Cisne.
J. W. Williby, Mt. Erie.
H. A. Wolf, Wayne City.
L. D. Henderson, Jeffersonville.
F. M. Taylor, Fairfield.
Loren Marion, Fairfield.
A. J. Whitacre, Golden Gate.
Marion Shook, Keens.
Thos. Davis, Wayne City.
J. Cunningham, Fairfield.
W. T. Zimmerman, Fairfield.
Paul Rider, Fairfield.
N. J. Puckett, Barnhill.
Frank Gill, Golden Gate.

WHITE

Gus Huffer, Springerton.
J. P. Dartt, Enfield.
J. R. Lasater, Norris City.
Theodore Funkhouser, Burnt Prairie.
R. A. Maier, Carmi.
John Weasel, Norris City.
Lewis Stein, Grayville.
John Ackerman, Crossville.
Frank McGowen, Epworth.
Oliver Aldridge, Carmi.

WHITESIDE

Chas. Wolf, Sterling.
Thomas McCuc, Sterling.
E. U. Taylor, Rock Falls.
Matt Grennen, Rock Falls.
James Derim, Deer Grove.
F. E. Fox, Tampico.
John Gaffey, Rock Falls.
Richard Onken, Sterling.
Frank Bushman, Coleta.
Chas. Kennedy, Morrison.
Wm. Coonley, Morrison.
Clark McDeonnon, Lyndon.
John Johnson, Prophetstown.
Robt. F. Bcsse, Prophetstown.
Wm. Mason, Morrison.
Otto Miller, Morrison.
J. D. McKee, Morris.
Geo. Kolk, Fulton.
Harry Buttler, Fulton.
Carl Horn, Erie.
Robt. L. James, Erie.
W. C. Vannest, Albany.

WILL

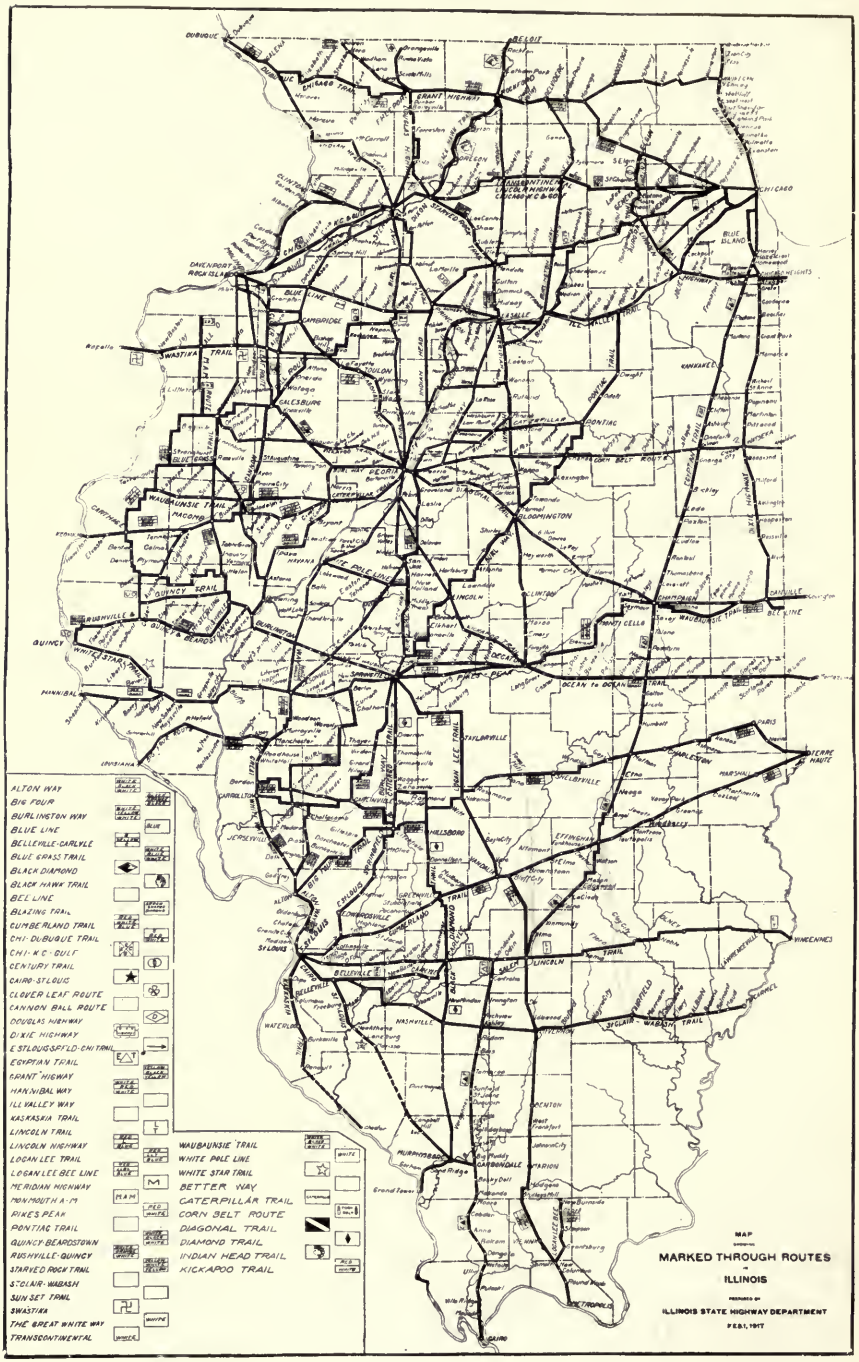
Wm. McGrath, Manhattan.
John E. Sass, Monee.
Ernest Oram, New Lenox.
Christ Felton, Peotone.
W. T. Spangler, Plainfield.
Wm. Higgins, Braidwood.
Wm. Seil, Joliet.
Wm. Buhr, Beecher.
Earl M. Bell, Ritchie.
Cyrus I. Stark, Plainfield.
Thomas Tong, Peotone.
John J. Dempscy, Joliet.
Gust Scheive, Crete.
B. T. Yeates, Custer Park.
Peter Schultz, Lemont.
Lancelot Jackson, Symerton.
Fred Marti, Mokena.
Jacob Kraff, Monee.
Nicholas Wilter, Lockport.
George Bridge, Elwood.
Alex Nicholson, 225 Cora Street, Joliet.
James Zerinn, Lockport.
A. E. Bundo, Wilmington.
George Mundt, Manhattan.
C. F. Sterns, Colp.
John Cox, Johnston City.
C. M. Rogers, Marion.
Monroe Beevs, Crab Orchard.
Hiram Yewell, Carterville.
Herbert Wilson, Marion.
Oilver Travelstead, Marion.
Wm. E. Swan, Carrier Millo.
Sam Watkins, Makanda.
Zack Hudgens, Hudgens.
Aud Marks, Marion.
Tom Radford, Creal Springs.

WINNEBAGO

Thomas J. Reardon, Winnebago.
J. L. Shirley, Cherry Valley.
Edward Damon, Durand.
Charles Holmes, Rockford.
Henry Key, Rockford.
S. L. McMahon, Durand.
George Eicker, Durand.
Art Johnson, Pecatonica.
Lester D. Brown, Rockford.
Thos. G. Levings, Rockford.
C. F. Clover, Rockton.
Reed Dilenbeck, Roscoe.
S. P. Halsey, Seward.
Chas. Sharp, Shirland.
William Masch, Winnebago.

WOODFORD

Bert Ridge, Minonk.
Albert Hess, Benson.
Wm. Kolb, Sr., Roanoke.
H. W. Packard, Washburn.
Albert Kirchgessner, Low Point.
Fred J. Loser, Peoria.
John D. Fandel, Metamora.
O. B. Meister, Metamora.
Jeff Greniter, Roanoke.
Floyd Ekles, Secor.
Arch Nethercott, Gridley.
C. C. Erskin, El Paso.
Dave Snyder, Secor.
J. S. Sharp, Eureka.
George Ludwig, Eureka.
H. O. Zeegler, Goodfield.
W. M. Seorch, Carlock.



ILLINOIS MARKED THROUGH ROUTES

ILLINOIS ROADS ARE DOING THEIR OWN VOTE SOLICITING

From The Chicago Daily News, October 25, 1918



"GOOD ROADS"

[Founded in 1892]

Construction — Transportation — Maintenance

The **NATIONAL WEEKLY** for
Road and Street Officials, Engineers and Contractors and Men Engaged in Highway Transportation

FOR twenty-seven years **"GOOD ROADS"** has labored in season and out of season for intelligent road betterment everywhere. It is the only weekly in its field — in which it was the pioneer—and is recognized as **THE** authority not only on the construction and maintenance of roads and streets, but in highway transportation as well.

Sample copy and advertising rates on request

The E. L. POWERS CO.

150 Nassau Street NEW YORK CITY

Heavy Construction
Scheduled Speed
Fixed Price Contract

James O. Heyworth

Engineer & General Contractor

Chicago

Railroad Work River and Harbor Work
Hydro-electric Development
Heavy Excavation Highway Construction

Use Stanolind Paving Asphalt

for resurfacing macadam and gravel roads and for building new roads by the penetration method. Due to its exceptionally high cementing and bonding qualities it is durable and economical.

Write for our free booklet, ***"Stanolind Paving Asphalt."*** It gives reliable information and complete data on Asphalt Macadam and other types of Asphalt roads.

Standard Oil Company

(INDIANA)

910 South Michigan Avenue CHICAGO

We also manufacture Road Oil for dust laying purposes


ILLINOIS LIFE INSURANCE CO.
CHICAGO
JAMES W. STEVENS, PRESIDENT
GREATEST
ILLINOIS
COMPANY
WANTS GOOD MEN
AND
WILL PAY THEM WELL

Hotel La Salle GARAGE

is the finest in the United States. It is the largest and the best equipped in the City. It is one of the most thoroughly fireproof buildings ever built. It contains 84,600 square feet of storage space, with capacity for 500 cars.

The rates are the lowest ever attempted in metropolitan garage service.

RATES

Storage (8 hours or less) . . .	$ 0.40
Each additional hour or part thereof .	.05
Twenty-four Dollar Coupon Book . .	20.00
Maximum charge for one full day's storage (24 hours) is $1.00	
Permanent live storage, per month .	20.00

Auto Entrance From Wells Street Through Calhoun Place
Between Washington and Madison

Hotel La Salle Garage
215 W. Washington St., Half Block West of Wells



Designed Engraved Printed: Burnett & Weinberger Co. Chicago

UNIVERSITY OF ILLINOIS-URBANA
3 0112 039632721

The Problem of Distribution

will be solved

by

MOTOR TRUCKS

AND

GOOD ROADS

The

SUPER-TRUCK

Delivers the Goods